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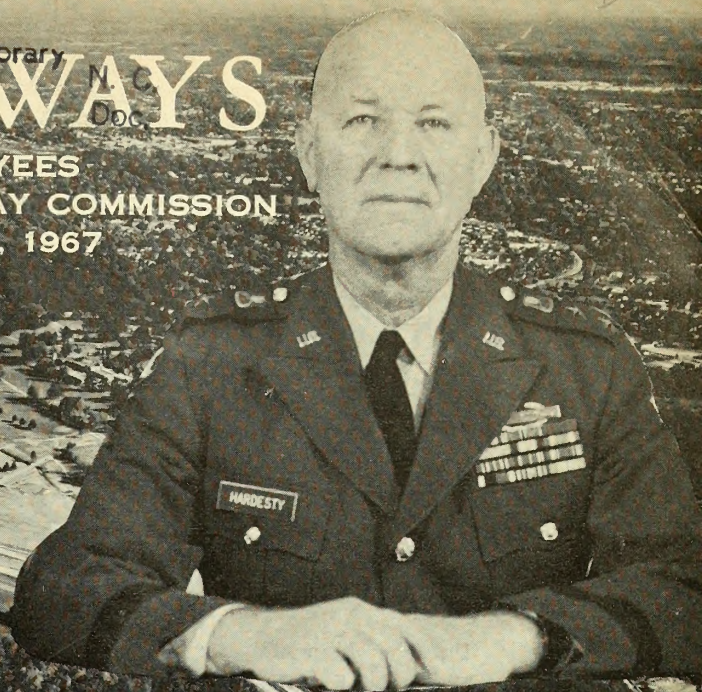
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ROADWAYS

FOR EMPLOYEES
OF THE STATE HIGHWAY COMMISSION
JULY-AUGUST, 1967



IN THIS ISSUE

LEGION OF MERIT AWARD

10 YEARS AS HIGHWAY ADMINISTRATOR





ROADWAYS MAGAZINE

Published bi-monthly for employees of
The North Carolina State Highway Commission
By the Highway Commission
Public Relations Department

VOLUME XIV

NUMBER XIII

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RETIREMENTS

I don't believe that there is anyone among us who doesn't look forward just a little bit to retirement days when we may forget the eight to five schedule and do the things we have wanted always to do, but just never before seemed to find the chance to pursue a hobby, travel, or just plain relax.

But like every thing else in life retirement calls for some advance and serious planning. Relaxing is fine but after a month or so relaxing may become just as tedious as hard labor. Traveling is an exciting experience, but it cost money and most retirees actually bring home less, and if a way and a means of retiring aren't provided for in advance retirement can be a total disillusionment.

What can be done to avoid the pitfalls of an ill-planned retirement. First start planning now for your retirement, but second don't sacrifice all pleasure now for what might only be a few years in the future.

Roadways Magazine extends to all retiring and retired employees of the SHC a long and happy new life in their retirement years.

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COVER NOTE



The Cover for the July-August Issue of Roadways is in honor of W. F. Babcock (Highway Administrator) and Major General Ivan Hardesty (Legion of Merit Award winner). The two faithful highway Employees are pictured inserted in an aerial view of a modern Highway around Durham, North Carolina.

10 Years As Highway Administrator



Mr. Babcock and Secy. Mrs. Nancy Hall who has been Secy. to Mr. Babcock for 10 years.

July 1967 marked another milestone in the career of Williard Farrington Babcock. It marked his tenth year as chief administrative officer for the North Carolina Highway Commission.

The state's highway system, its highway organization has come a long way under the leadership of Bill Babcock.

It was the 1957 General Assembly which recognized the highway commission, creating the position of Director of Highways. W. F. Babcock, who had been teaching in the School of Civil Engineering at North Carolina State University since 1941, was asked to fill the position. Babcock gave up a full professorship which he had been granted by State in 1952 to come to the Highway Commission, and here he has been since.

In his new position, Babcock sat at the head of an organization 10,000 strong with an annual budget of more than \$150,000,000 and responsible for more miles of streets and highways than any other single state agency in the United States.

Bill Babcock was no stranger to the intricacies of highway development. He had taught many of the engineers employed by North Carolina's Highway Commission. He had himself been directly involved in transportation having acquired a fine reputation as a consultant engineer through development of thoroughfare plans and traffic studies for more than 50 North Carolina communities between 1948 and 1957, and before that developing a rapid transit program for the State of Massachusetts just after World War II.

Bill Babcock comes by his love of engineering by almost hereditary means. His father, John Brazer Babcock, III, was a professor of Civil Engineering at Massachusetts Institute of Technology, and Bill grew up in an academic surrounding.

He received his BS degree from MIT in 1939, his Master's Degree in Civil Engineering with Transportation Option a year later. It was two years later that he moved to North Carolina State as an instructor, setting into motion the chain of events which ended in his being named "Director of Highways" in 1957.

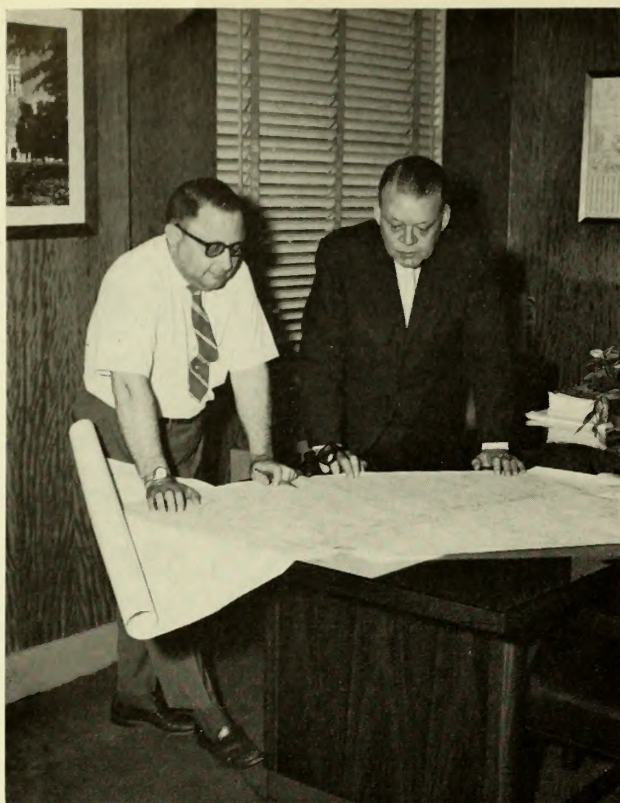
A great many changes have been wrought in the highway program under the watchful eye of W. F. Babcock, and a great many Highway Commissioners and Chairmen have depended on his skills and his knowledge in the ten years since 1957. To list all the changes would take a goodly portion of this magazine, but among some of the more important ones are, the creation of a long range master plan for highway development in North Carolina (the first in the State's history which included analysis of all highways and a cost analysis of highway needs), the establishment of a Project Control Department to handle pre-construction details and schedules of the authorized projects each year, the creation of a Photogrammetry Department for aerial mapping, the development of in-service training program, the use of a Planning Board to review projects and policies (The board is made up of both state and federal highway people), instituted use of computers in the highway research and planning programs, and there are many others.

Bill Babcock is known to love hard work, there are even those who say with admiration, "His work is also his hobby". It's not unusual to find him at his desk at 7:30 A.M. any working day, or to discover that he's been up since 5:00 dictating letters to be done that day at the office, or to catch him at his desk on Saturday mornings. Bill Babcock loves his work. He lives and breathes the highway business.

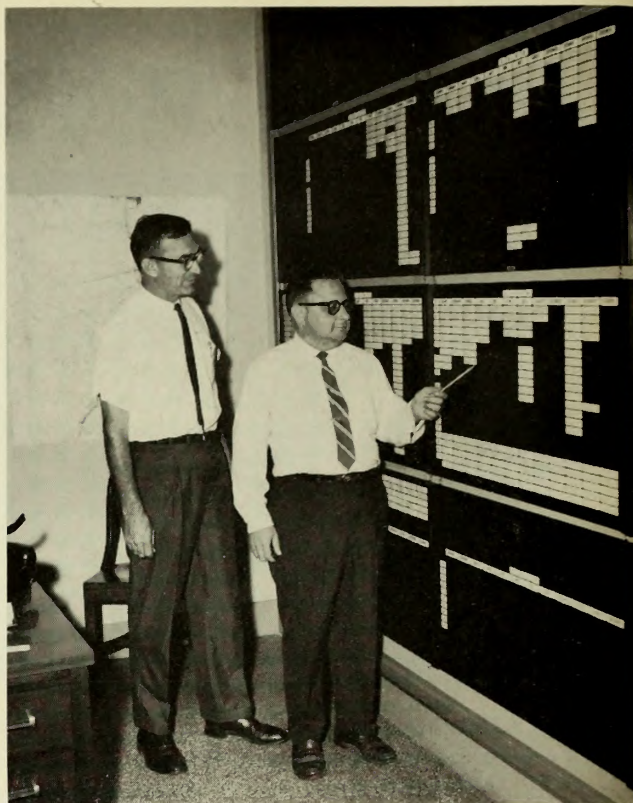
Williard Farrington Babcock, this year marking his 10th year with the Highway Commission, has made himself a reputation known throughout the nation through his association with the American Association of State Highway Officials, is a man whose footprints will be visible in North Carolina's paths of transportation for many years to come.



Babcock at Highway Commission Meeting.



Mr. Babcock and Chairman Hunt going over a new set of plans.



Babcock talking over project with Cam Lee

A DAY IN THE LIFE OF W. F. BABCOCK

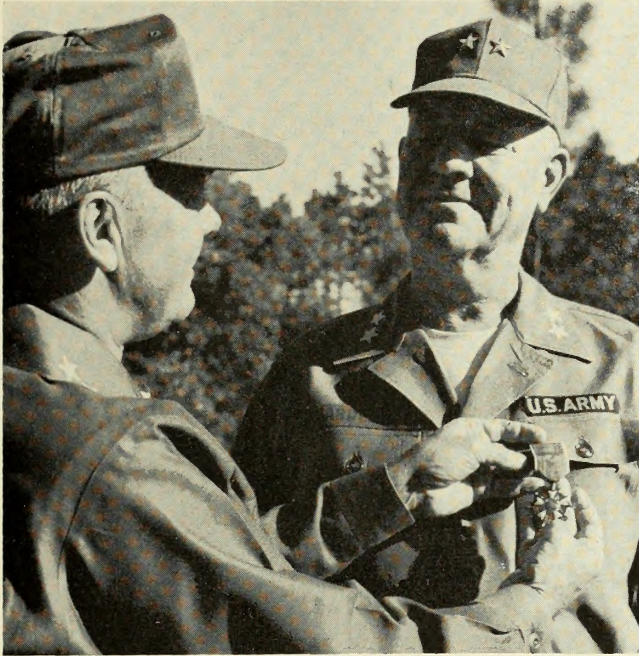


Mr. Babcock presiding at Planning Board Meeting.



Full Length View of Planning Board

N. C. N. G. Head Receives Legion of Merit Award



Lt. Gen. Throckmorton pinning the medal on General Hardesty.

Major General Ivan Hardesty, commander of the North Carolina National Guard's 30th Division was presented the LEGION OF MERIT award on June 7th, 1967. This award is the nation's 2nd highest award presented to a member of the Guard.

The presentation was made by Lt. Governor Bob Scott, who was inspecting the Old Hickory Division's field training exercises on the Fort Bragg military reservation.

Lt. General John L. Throckmorton, commander of the 18th Airborne Corps and soon to become the 3rd Army commander pinned the medal on General Hardesty.

A proclamation signed by President Johnson said the award was made for "exceptionally meritorious service" and because Hardesty "HAS SERVED AS AN INSPIRATION TO ALL WHO HAVE COME INTO CONTACT WITH HIM."

General Throckmorton said this is his fourth year to visit the 30th Division during its field training exercises and he was very much impressed with the smooth manner in which the units moved from civilian occupations to military life. The 30th Division had reached a high state of combat readiness and the credit for this goes to General Hardesty.

General Hardesty was born in Raleigh, North Carolina where he now resides at 630 Woodburn Road with his wife and two sons. Hardesty is employed by the State of North Carolina as the Assistant Chief Engineer with the Highway Department.

The General attended North Carolina State University in Raleigh and is a graduate of the Army Basic Infantry Officers School and the Advanced Infantry Officers

School at Fort Benning, Georgia; also the Command and General Staff College at Fort Leavenworth, Kansas. He has attended eight consecutive National Guard division refresher courses at Fort Leavenworth and Leavenworth Army War College at Carlyle Barracks and is a graduate of the Senior Officers Atomic Employment Course there.

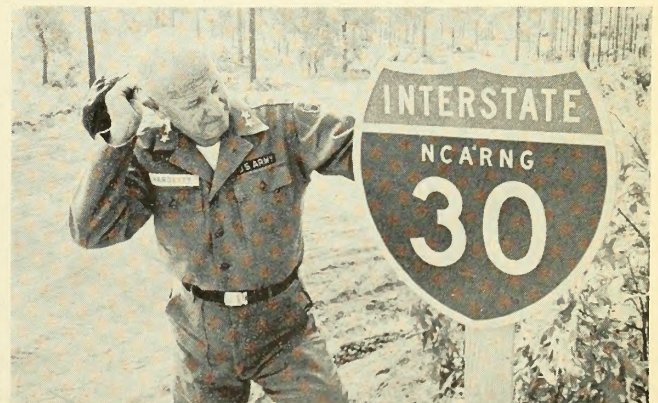
General Hardesty enlisted in the North Carolina National Guard in June 1926 with the Service Company of the 120th Infantry. He was called into active service with that organization in September 1940 at which time he was commissioned a Second Lieutenant. He was promoted to First Lieutenant in April 1941 and to Captain in February 1942 while serving with the 120th Infantry of the 30th Infantry Division.

In September 1942, General Hardesty left the 30th Infantry Division and was assigned to the 334th Infantry of the 84th Division. He remained with that organization until June 1943 when he was transferred to the 333d Infantry as Executive Officer, and later as the Commanding Officer while in the European Theatre of Operations.

His promotion to Major was in November 1942, to Lieutenant Colonel in October 1943 and to Colonel in December 1945. After being released from active duty in January 1946, he was a member of the Army Reserve until July 1947.

He rejoined the North Carolina Army National Guard as the Executive Officer of the 119th Infantry as a Lieutenant Colonel. He was promoted to Colonel in March 1951 when he assumed command of the 119th Infantry. In July 1953, he was reassigned as Chief of Staff of the 30th Infantry Division where he served until March 1961 when he became Assistant Division Commander of the 30th. He was promoted to Brigadier General in April 1962. In September 1964, he was appointed Commanding General of the 30th Division and promoted to Major General.

General Hardesty has been awarded the Silver Star, Legion of Merit Award, the Bronze Star, the Combat Infantry Badge, the American Defense Medal, and the Russian Order of Alexander Nevsky.



General Hardesty looking at a sign the men put up during recent Guard training. The sign was 10 miles in the woods.

Governor Moore Presents 51 Veteran Highway Employees Awards

Governor Dan K. Moore presented service certificates to 51 veteran Highway Commission employees in ceremonies which began at 2:00 P.M., Thursday, June 22nd at the Highway Building auditorium in Raleigh.

Thirty-eight men were honored for 40-years service to the Highway Commission, and 12 men and one woman received awards for 45-years service during the annual awards program.

Highway Commission Chairman Joseph M. Hunt, Jr. introduced Governor Moore, with Highway Administrator W. F. Babcock who acted as presiding officer for the occasion. The invocation was delivered by The Reverend W. H. R. Jackson, Chaplain at Central Prison in Raleigh.

Former Chairman of SHC A. H. (Sandy) Graham was called upon to give a few remarks to the retiring employees. He congratulated the employees receiving the awards and expressed his delight to be back at this memorable occasion, as the Highway was always close to his heart.

Among those honored for 45-years service was Clyde T. Carmichael, Chief Chemical Testing Engineer, and the last remaining member of the original Highway Laboratory staff. Mr. Carmichael began work with the Highway Commission as a lab assistant in 1922.

The Commission's State Bridge Construction Engineer, Luther C. Dillard was among those being honored for 40-years service. Dillard joined the Highway Commission in 1925 after graduating with a BS in Civil Engineering from N. C. State. His first position with the Commission was as a draftsman in the Bridge Department.

Arrangements for the 1967 awards program were made by State Highway Commission Personnel Officer J. Raynor Woodard, in cooperation with the Public Relations Department.

Those who received 40-year awards were: Sam L. Andrews, Atwood Askew, Allen L. Bass, David C. Bentley, Roy D. Berry, William L. Bolick, Martin A. Bowers, Robert C. Bunch,

William A. Carter, Lester H. Correll, Giles E. Crutcher, L. C. Dillard, Glenn H. Duncan, Kirk M. Duncan, Horace F. Edwards, Alfred G. Grizzard, John B. Hamilton, Daniel O. Hewett, A. J. Hughes.

John E. Joyner, Isaac A. Korney, Joseph A. McLean, James E. Moore, Marvin C. Newbern, Allen T. Parsons, Herman E. Perry, Robert L. Pinkham, Alvin W. Rader, O. C. Robertson, U. L. Sebastian, Henry C. Sowers, Carl H. Spruill, Glen A. Sutton, Andrew M. Thompson, Harry A. Turner, Robert L. Vinson, Roger N. Weaver and Marcellus P. Yount.

Those who received 45-year awards were: Thomas R. Buchanan, Clyde T. Carmichael, Robert L. Hickerson, Clyde M. Jones, Harry L. Light, Parks R. McCorkle, John L. McDonald, Robert C. Speight, Lee M. Taylor H. F. Waller, Clarence I. Walters, Floyd E. Whitener and Mrs. Harriet W. Gossett.

Retirement of Division 4 Highway Engineer Sets Up Chain of Promotions

The retirement of Division Four Highway Engineer E. P. "Ed" Koonce set up a chain of promotions and transfers involving four other men.

Chief Engineer C. W. Lee said that Koonce, a veteran of 40-years service to the Highway Commission, will step down at the beginning of the new fiscal year and will be succeeded by his long-time assistant, R. W. "Boh" Dawson.

In addition to this change, Donald T. Overman, now serving as Area Maintenance Engineer for Divisions One, Two, Three, Four and Six, will succeed Dawson as Assistant Division Engineer. J. I. Lynch, currently District Engineer at Goldsboro serving Wayne and Johnston Counties, will succeed Overman. Wade Pridgen, currently serving as Traffic Services Supervisor for Division Four, will succeed Lynch as District Engineer at Goldsboro.

All changes become effective July 1, 1967, Chief Engineer Lee said.

Edgar P. Koonce was born in Lenoir County June 7, 1902. He attended the University of North Carolina and the U. S. Naval Academy at Annapolis, Maryland before joining the Highway Commission in 1923. He has been with the North Carolina Highway Commission since that date except for three years between 1929 and 1932, during which time he worked for the Louisiana Highway Department and a private construction company in Mississippi. Returning to North Carolina in 1932, Koonce held several positions before being appointed Division Four Engineer in August, 1953. Mr. Koonce is married to the former Katherine Teackle Bell.

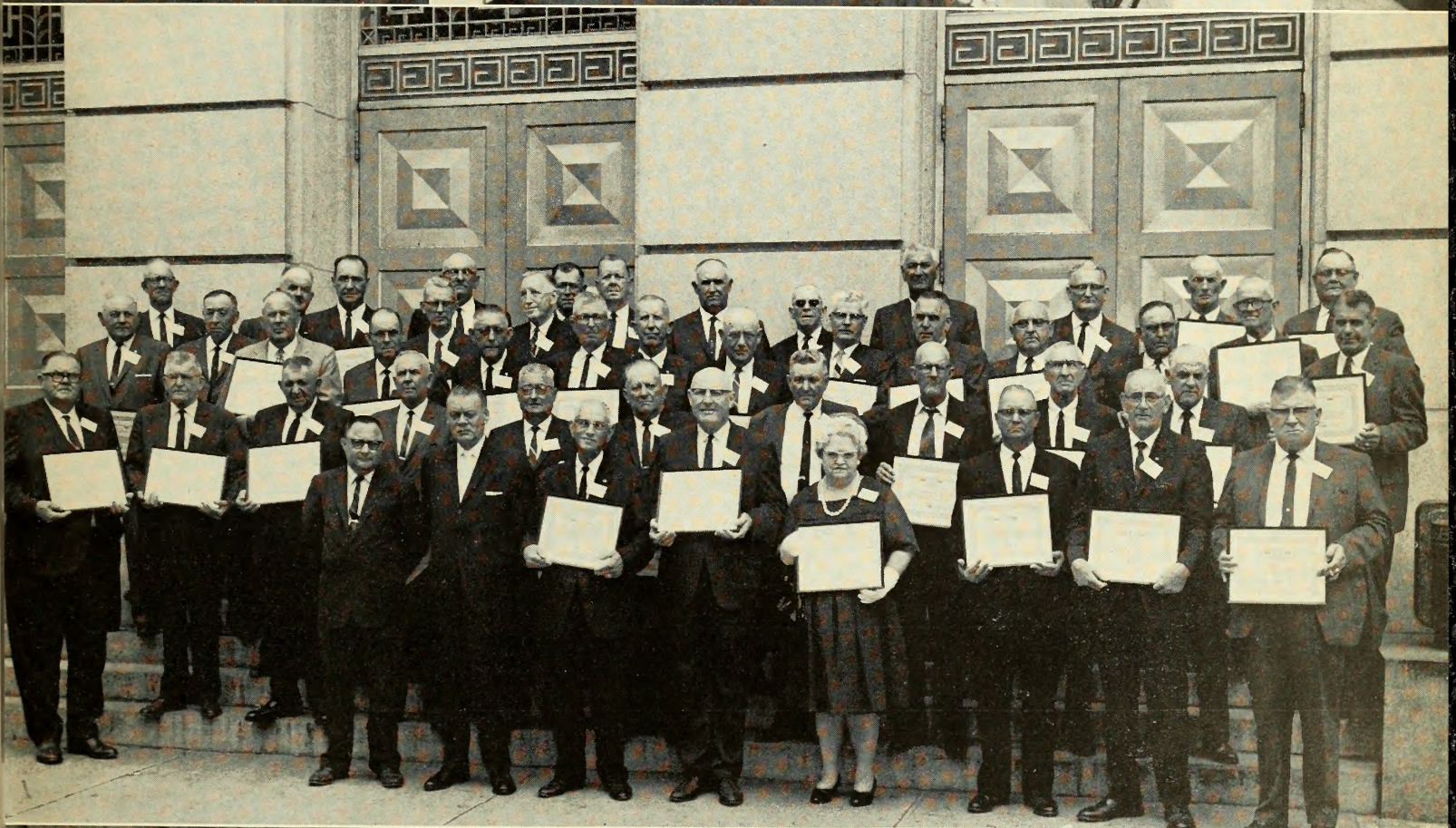
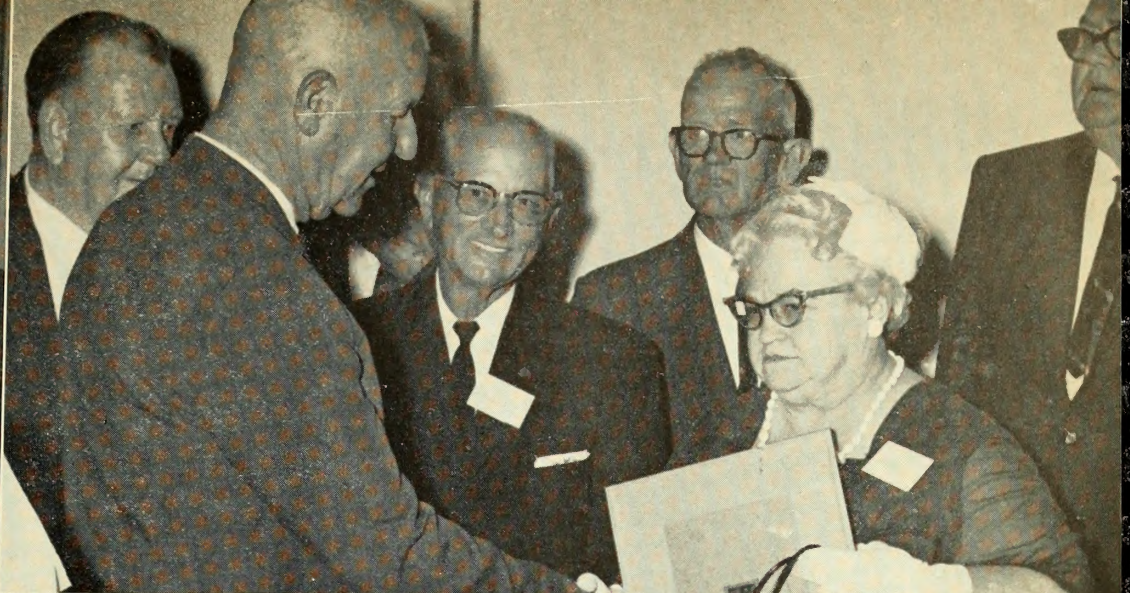
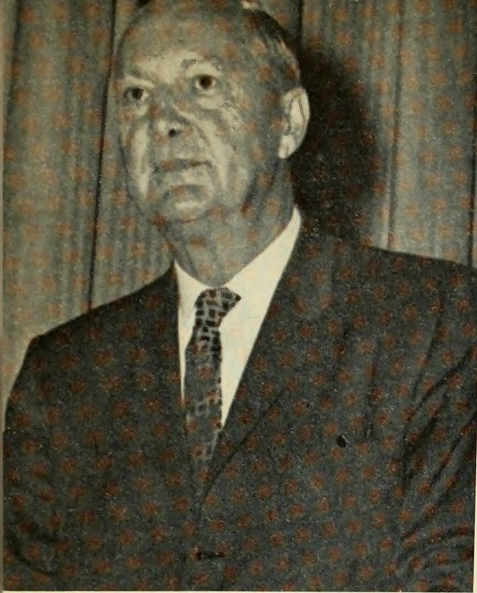
R. W. Dawson was born in Onslow County December 16, 1911, and has been with the Highway Commission since 1932, the same year he received his degree in electrical engineering.

Dawson has served in a number of engineering positions for the Highway Commission over the past 35 years, including junior and senior inspector, District Engineer and maintenance supervisor. He was appointed Assistant Division Engineer for Division Four in July, 1960.

Mr. Dawson is married to the former Mildred Winstead. They have three daughters.

Donald T. Overman joined the State Highway Commission in March, 1953 after graduating from N. C. State University and receiving a Master's Degree in Secondary Education at East Carolina College. Overman also served in both World War II and the Korean conflict before joining the Highway Commission.

Overman's new appointment as Assistant Division Engineer in Division Four marks his return to that area, having served first as a Highway Engineer there in 1953. More recently, Overman has been Safety and Emergency Planning Engineer for the Commission (July 1, 1963 to July 1, 1966) and was appointed Area Maintenance Engineer for the East.



Highway Employee Contributes New Idea

By GEORGE BRINKLEY

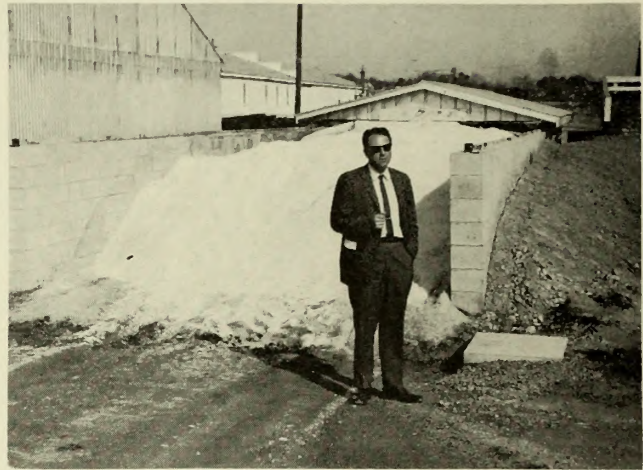
In MAINTENANCE, problems arise daily. Some are solved and some are not, but experience has shown that if you look far enough you will find that many dedicated maintenance employees are working on most of them. Such is the case with Bill Woodruff, Maintenance Supervisor in Stanly County who has found a workable solution to protection of salt in storage.

Two years ago the Highway Commission began what is known as the "Bare Pavement" method for snow and ice control. This involves the use of salt on the trunk and major primary system during snow and ice storms to prevent the bonding of ice to the pavements and to facilitate removal of accumulated snow and ice. Storage facilities were limited the first year and it was soon found that salt suppliers could not replenish our stocks in time for us to be ready for the next storm. Consequently many locations were out of salt when the second snow storm struck.

Following this experience we increased our storage capacity by building additional cribs for reserve supplies and planned to use light-weight covers or tarpaulins, but soon found that durable covers were not available.

THE PROBLEM arose from the fact that salt deliveries were made in 22 ton dump trucks directly to our storage facilities. Although the trucks could dump directly into our gravity bins, there was not enough height for them to raise the body and dump into existing sheds. If we built cribs which would accommodate the dump trucks, no suitable cover was available and the salt was exposed to the elements.

Bill Woodruff's idea worked and will provide long-range, low-cost protection for salt stocks. The roof in place, provides the same protection as a building. The roof rolled back allows dump truck delivery and elimi-



Bill Woodruff in front of Salt Storage Bin.

nates the necessity for loader to push deliveries into storage space.

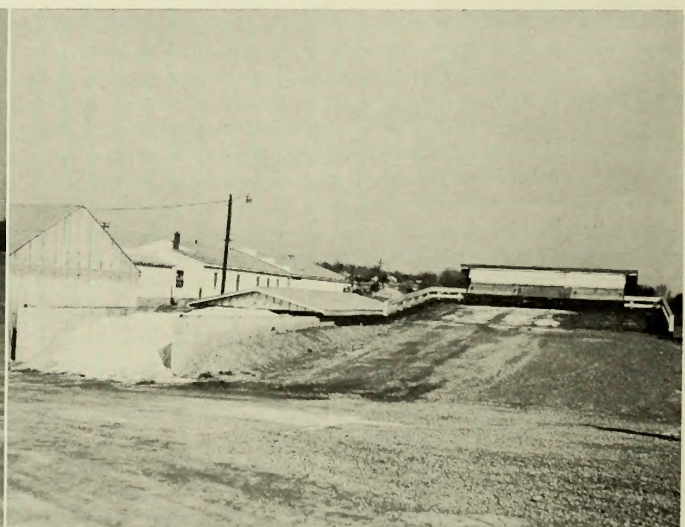
The walls are constructed of concrete blocks and the floor is made of bituminous material, sloped to the front. The roof is of convention design, made from salvaged materials and mounted on angle iron track and steel rollers which were salvaged bridge steel.

The Bridge Maintenance Department has drawn a complete set of plans with slight modifications to increase the capacity. The walls were raised to six feet and the width and length may be varied to meet the needs of a particular location. Walls may be constructed of concrete blocks or poured in monolith wall and footing.

"Roadways" extends congratulations to Bill Woodruff and suggests that he be considered for the HIGHWAY SUGGESTION AWARD.



Storage crib for reserve storage
with sliding roof in place



Sliding roof rolled back
to receive truck delivery

Sliding Roof For Reserve
Salt Storage Crib

Beaufort Ferry Repaired by Ferry Operations Crew

On June 15, 1967 a rather severe vibration on the Beaufort Ferry occurred. The ferry operates across Pamlico Sound between Bayview and Gaylord's Bay near Texas Gulf Sulphur. The vibration caused very much concern with the Ferry Operations Crew. Mr. E. Linzey Bell, Mechanic Foreman I, stationed at Bogue Sound, who is responsible for mechanical repairs at this location along with the Ferry at Southport decided to rent a diver's suit and make a personal inspection of the Ferry. He found one blade on the starboard propeller completely broken off and one blade on the port propeller bent down at about three inches from the point of the blade.

It was determined that the Ferry was in no condition to continue in operation and repairs would be needed immediately. They thought at first of towing the Ferry to Manns Harbor for repairs, but it was decided that the railway at this point was not adequate. It was also suggested to secure bids from the two shipyards at New Bern to do the work which, of course, along with the other consideration, would have been rather expensive and time consuming. Also it was noted that the three Ferries at the Bogue Sound, one of which would have replaced the "Beaufort" were operating on full schedule during this season of the year, and particularly during weekends.

Mr. D. E. Snow, the Equipment Superintendent for the Ferries, had been away from work for several weeks due to a heart condition. During his absence, Mr. Ivey H. Evans, Mechanic Foreman II, had been Acting Superintendent, but early last week was admitted to the hospital for an operation and was also away from work. In the absence of the supervisory personnel referred to, and after considerable consultations by telephone, Mr. Bell suggested with the help of Mr. Ray Collins, skilled bridge-man (diver) and Mr. Gordon Morey, semi-skilled bridge-man (assistant diver), it might be possible to make repairs to these propellers under water at the point of operation. The Bridge Maintenance Department at Wilmington had the necessary propellers in the parts department. Mr. J. J. Powell, Bridge Maintenance Engineer, agreed immediately and he arranged for Mr. Collins and Mr. Morey to assist in the repairs.

The work got away early Saturday morning with the support of operating personnel from the Ferry Department, Bridge Maintenance Department and Equipment Department.

Considerable difficulty was encountered in removing the propeller with the broken blade. Equipment was improvised for pulling the propeller since this was not available otherwise. By nightfall, the damaged propeller had been removed. On the next morning, Sunday, the operation was continued and the new propeller was straightened. The ferry was back in service for the 3:00 p.m. scheduled trip across the Sound on that afternoon.

These repairs were made in a depth of about 10 feet of water and about 12 inch visibility and during a rain-



Above—The Ferry Beaufort

fall, and very windy weather which also added to the problem. In spite of these conditions, the Highway personnel representing the different department, made these repairs under most unusual conditions. We feel that the dedication and loyalty displayed by all the personnel involved was most unusual and we want to commend each employee involved. Unquestionably this task was not easy. We Thank Each of You for getting this ferry back in operation in such a short length of time.

Two Highway Engineers Spotlighted

Two Department heads of the State Highway Commission received the spotlight of national publicity this spring. Maintenance Engineer GEORGE BRINKLEY's article on maintenance appeared in the April, 1967 issue of BETTER ROADS, and Equipment Engineer LAYTON H. GUNTER was featured on the cover and as guest columnist in the June, 1967 issue of DIESEL EQUIPMENT SUPERINTENDENT. Both magazines are distributed to contractors and agencies in the public works field all across the country.

James S. Burch, Planning Engr.

Honored At Luncheon

FALL ATTRACTION



Above (l to r) Max R. Sproles, Mrs. Burch and Mr. Burch receiving their gift certificate.

James S. Burch, who retired June 30 as State Highway Planning Engineer, was given a luncheon by the Planning and Advance Planning Departments of the State Highway Commission on June 29 at Balentine's Restaurant in Raleigh's Cameron Village.

Max R. Sproles, who succeeds Mr. Burch as Planning and Research Engineer, acted as master of ceremonies and presented a gift to Mr. Burch from the Planning and Advance Planning Departments.

State Highway Administrator, W. F. Babcock presented a Certificate of Retirement to Mr. Burch. Billy Rose, Advance Planning Engineer, presented Mr. Burch a Certificate which contained signatures of all members of the Planning and Advance Planning Departments who were associated with the retiring engineer.

Mr. Burch said at the luncheon, which was attended by nearly seventy people, that his career has been "a long road, but one very interesting and challenging." As the first State Planning Engineer, Mr. Burch established the state's first Planning Department in 1936.

GRANDFATHER MOUNTAIN — A new season began for Grandfather Mountain on April 1, a traditional sign that spring is in the highlands.

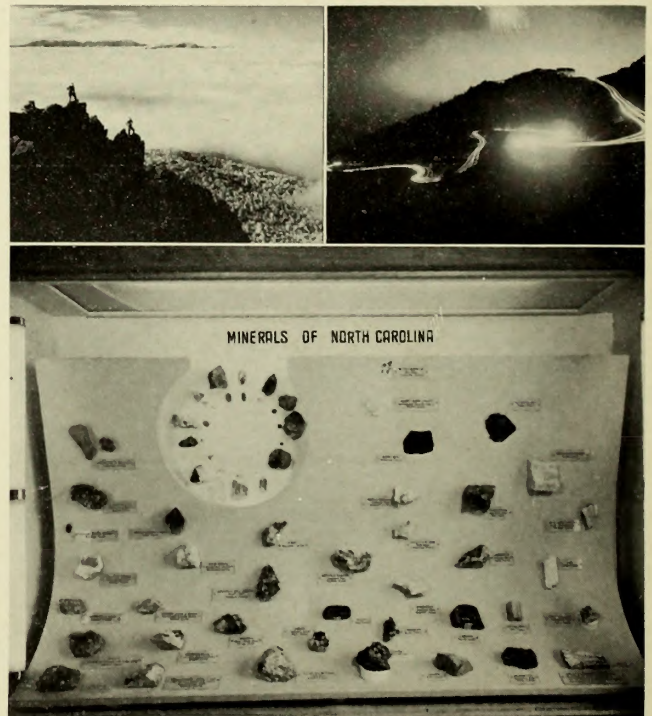
The famed Mile High Swinging Bridge, the visitor center, and the museum displays, was opened Saturday, April 1st to launch the 1967 season, and the facilities will operate on a daily schedule, 8:00 A.M. to sunset, until November 15.

On August 19-20, pictures and puchritude take over, when the Grandfather Mountain Camera Clinic and the Carolinas Press Photographers Queen Pageant are held. Selection of the Queen highlights the two days.

Ceremonies celebrating the 15th anniversary of the construction of the now-famous Mile High Swinging Bridge will be held September 2. The bridge, stretching between two of Grandfather Mountain's peaks, was dedicated by the late Governor William B. Umstead on September 2, 1952.

By October 5, autumn foliage usually is approaching peak beauty, and this kaleidoscopic extravagance remains through October 25.

Grandfathers Mountain's facilities close for the season on November 15. Then the old man watches winter settle upon his crags and crowns, and waits hopefully for another spring in the highlands.



First N. C. State University

Aeronautical Woman Engineer

When most Southern belle's were busily thinking of frilly dresses and rich husbands, Katharine Stinson, Raleigh, North Carolina, chose a profession in a man's world. Naturally, many obstacles were placed in her way, but Katharine had definite ideas about being an Aeronautical Engineer.

Katharine's love for airplanes began at an early age. She was building model airplanes by the time she was seven years old. Captain Eddie Stinson learned of Katharine's interest in airplanes and because she had the same name as Captain Eddie's sister, gave Katharine her first airplane ride when she was 10 years old in 1927.

When Katharine tried to enroll in North Carolina State College to study engineering, she was refused admission and advised that she should apply for admission to North Carolina Womens' College. After some conversation Katharine learned that North Carolina State College would consider her for acceptance as a junior after two years at another college. Katharine was very determined, so after one year at Meredith College and two sessions of summer school (instead of two years) she reapplied with enough credits to qualify as a Junior at N. C. State College, much to the amazement of the Dean of the Engineering School. Thus, Katharine was the first girl to attend and graduate with a degree in engineering from N. C. State College. It is interesting to note that the college which originally refused to admit Katharine as an engineering student later cited her as an outstanding engineering graduate from N. C. State College. Katharine's engineering background is not limited to engineering theory. When most girls were playing with dolls and attending tea parties, Katharine was working with mechanics at the airport to earn airplane rides. She learned to fly and qualified for her pilots certificate while still in high school. As part of the requirements for her engineering degree, she worked in the foundry and machine shop.

After graduation, Katharine was the first woman engineer hired by the Civil Aeronautics Administration. Since her employment with CAA/FAA, Katharine has progressively handled many complex engineering assignments. She has won the admiration and respect of all her colleagues in government and industry because of her outstanding engineering ability.

During World War II she was the CAA engineer on a military project for converting light airplanes to gliders for pilot training.

Katharine served as the CAA project engineer to investigate Boeing Model 314 flying boar wing spar failures. During this investigation, X-Ray was used for the first time to inspect inaccessible parts of aircraft structures. Today X-Ray is one of the major methods used to conduct nondestructive inspection and testing in the manufacture and maintenance of aircraft. Katharine served as the CAA engineering coordinator for the certification of military surplus aircraft at the end of World War II.

Katharine served as Chief of Specifications in CAA/FAA for over 10 years. In this capacity she was responsible for the preparation and issuance of specifications for all U. S. civil aircraft, engines, propellers, and equipment. In addition, she was responsible for and developed a system which is still in use for expediting issuance of Airworthiness Directives (AD). These ADs are actually "one-shot" regulations used to legally notify aircraft operators whenever an unsafe condition is discovered in an aircraft design and provides information and requirements on corrective action to be taken to keep all civil aircraft up to FAA safety standards. This is one of the most important responsibilities of the FAA in regulating and maintaining a high level of safety for aircraft in service.

For two years prior to her present assignment, she served as Chief, Regulations and Procedures for the Engineering and Manufacturing Division.

In this capacity she had primary responsibility for determining technical accuracy and publication of all issuances released by the Engineering and Manufacturing Division.

Katharine is presently serving in the capacity of Technical Assistant to the Chief, Engineering and Manufacturing Division. The Engineering and Manufacturing Division is responsible for the development of safety regulations and standards for the design, manufacture, and performance of aircraft and for the certification of each aircraft found to meet these standards. All civil aircraft are required to have an FAA airworthiness certificate to operate in the U. S. As Technical Assistant, Miss Stinson is the principal engineering advisor to the Division Chief on new and complex technical developments in aircraft design and certification. She participates in the development of policy and assists in determining broad courses of action to be taken by the Division which have long term and worldwide influence on aviation safety and economy.

As evidence of her outstanding ability, devotion to duty, dependability, and many other desirable attributes conducive to the type of employee that every supervisor would like to have on his staff, Katharine has received many excellent efficiency ratings and in the last three years received a Sustained Superior Performance Award, and an outstanding performance award.

In addition to her professional engineering responsibilities with the FAA, Katharine finds time to pursue many extra-curricular activities. For example:

1. Present Governor, South Atlantic Region, Soroptimist Club. (Classified Service Club for Women — Like Rotary Club.)
2. Member President Johnson's Womens Advisory Committee on Aviation.

3. National President for two years, Society of Women Engineers.
4. District Treasurer and Member of Ninety-Nines (Membership is limited to women with current pilot certificate.)
5. Charter Member and Secretary-Treasurer of the Washington Chapter of American Institute of Aeronautics and Astronautics.
6. Woman engineering member of the District of Columbia Engineers Council.
7. Engineer Member on the Joint Board on Science Education in the Metropolitan Washington Area.
8. Member of the American Society of Mechanical Engineers.

To feed the world's hungry, food will be grown increasingly from behind the prop of an airplane rather than behind the handles of a plow, says the first woman engineer ever graduated from North Carolina State University.

Miss Katherine Stinson, a native of Raleigh, who now holds a high position with the Federal Aviation Administration will deliver her ideas on airborne agriculture to the Second International Conference of Women Engineers and Scientists in Cambridge, England early next month.

Miss Stinson, who qualified for her pilot's license while in high school, points out that aircraft are now performing farm work — once reserved to mules and men — in at least 45 countries.

Planes are used to help cultivate 270 million acres of croplands and foress around the globe, she notes.

"By no other means," she says, "can crops be treated so efficiently and quickly."

Engineers and scientists from most of the nations of the world will hear Miss Stinson's recommendations at the conference whose theme is "Food." Delegates will discuss all aspects of the problems associated with producing food for an ever-expanding population.

Miss Stinson, representing the Federal Aviation Administration of the U. S. Department of Transportation, will present a paper on "The Role of Aircraft in Food Production."

As an example of the efficiency of airplanes in farming, Miss Stinson cites the fact that a plane can spread fertilizer over 100 acres an hour. A good tractor can cover only three to five acres an hour.

"Through aerial sowing and the application of top dressing alone," she says, "New Zealand mutton production has been increased as much as 60 percent."

Miss Stinson readily concedes that "aircraft alone are not the answer" to world hunger.

But, she concludes, "utilized to their full potential and coupled with the advancing medical and sociological developments aircraft can contribute much toward a peaceful and hunger-less world."

Miss Stinson was graduated from N. C. State in 1941 with a degree in aeronautical engineering, breaking the barrier against females in an engineering school that had been restricted to men.

After her graduation, she immediately achieved another first, becoming the first woman engineer with the Civil Aeronautics Administration.

Since the early 40's, she has held increasingly important posts with the CAA and the Federal Aviation Administration and today is technical assistant to the chief of the engineering and manufacturing division of the FAA. She lives in Alexandria, Virginia.

She will be accompanied to the conference by her sister, Mrs. Maude Morrow, who is housemother of Delta Sigma Phi Fraternity at North Carolina State University.

They will depart from Dulles Airport on June 30 and will tour England, Wales and Scotland during their two-week stay in the United Kingdom.

"A Letter We Liked"

July 29, 1967

Gentlemen:

Please see that this letter gets to the person who will get the credit (or blame) for having US 17 improved to the extent that it is from the **North Carolina-Virginia** border to Elizabeth City.

I am a future taxpayer **or** a future North Carolina highway casualty — which ever comes first.

It is a pleasure driving on US 17 since the improvement and I am one person who wants to thank the person responsible.

Sincerely,
Albert J. Brenner
510 Bell St.
Elizabeth City, N. C. 27909

THANKS!

Is it oranges or apples this time?

Yes, and even bananas sometimes
Back from lunch we come in a rush
Ahoy! Near the receptionist desk
there's fruit for us.

The Chairman has left apples and
oranges to take to our seats
Isn't he great to give us such
treats!

Thanks, Chairman Hunt
You have brightened our day
We enjoy your goodies
Muchos gracias, we say!

(J. A.)



Thanks
To
Chairman
Hunt

Salvage Archaeology

GASTON COUNTY
NORTH CAROLINA
By

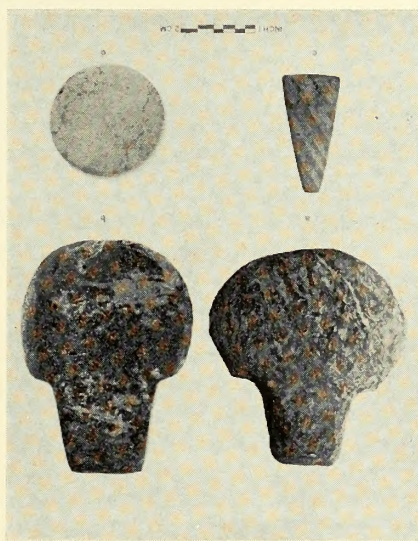
BENNIE C. KEEL
Research Laboratories
of Anthropology
University of North Carolina
at Chapel Hill
May, 1966

INTRODUCTION

This report presents data and observations resulting from the salvage of an archaeological site destroyed in the course of construction of a bridge by the State Highway Commission. The Research Laboratory of Anthropology was informed on March 25, 1966 by the State Highway Commission that an Indian grave had been uncovered in the course of fill operations by earthmoving equipment at Hardins, Gaston County, North Carolina. The writer visited the site and learned that several artifacts were found with the reported burial. A search in the borrow pit failed to reveal any additional information. Earth moving had been temporarily suspended until engineers enlarged the area to be excavated. It was arranged for the Archaeologist to be present when excavations were renewed. One additional burial and three features were encountered when operations resumed.

The site is bordered by a small creek or branch on the north, to the east by the Carolina and Northwestern Railroad which runs along the foot of a line of hills dividing Hoyle Creek and the South Fork River which in its turn forms the western boundary of the site. The site is designated in the North Carolina Archaeological Survey and named the Hardins site for the nearby community.

The soil is Congaree fine sandy loam, deposited by the South Fork River over a gravel bed. The depth of the soil ranged from one foot in eastern edge of the site to approximately five feet along the natural levee paralleling the South Fork River.



Above—Ground and Polished Artifacts.

The burials and features were located in the northern portion of the borrow pit. The exact size of the site was not determined due to extensive borrow excavation. Surface materials indicating Indian occupation were found along the edge of the woods bordering the borrow excavation and indicated that the major area of occupation was between the river and creek in what is the northern portion of the borrow pit. Archaeological evidence shows that the site was occupied twice for short periods of time. The first occupation occurred about 1500 B.C. the final and more intensive settlement took place about A.D. 1650 by Catawba Indians.

DESCRIPTION OF BURIALS AND FEATURES

The burials and features encountered at the Hardins Site are described below. All of them date from the Catawba occupation of the site.

This burial was disturbed by earth moving equipment. The burial was

of a child of age three or four years. Accompanying the burial were two ceremonial axes, a celt, shell beads, a shell pendant, and a piece of mica. One shell bead, pendant, and one of the axes and the celt were collected by Mr. Edwin Hoyle of the State Highway Commission and turned over to the writer for study. The remaining ceremonial axe was collected by one of the construction workers and was not examined by the writer. The piece of mica was not collected, but was described by Mr. Hoyle who supplied the above information.

This burial was also discovered in the process of fill excavations. This burial was that of a second child aged five or six years. The disturbed remains indicate that the body was placed on its left side in a flexed position, the knees were drawn up to the chest and the right arm placed over the right knee, the left arm under the left knee. In the area between the chin and knees a ceremonial axe and a polished stone discoidal were placed as grave offerings.

The graves encountered at Gaston both contained the remains of young children. Both corpses were evidently flexed and both contained grave goods. The grave goods will be further described below.

Three features were encountered by fill removal in the presence of the writer; undoubtedly others were destroyed but escaped notice during previous borrow excavations.

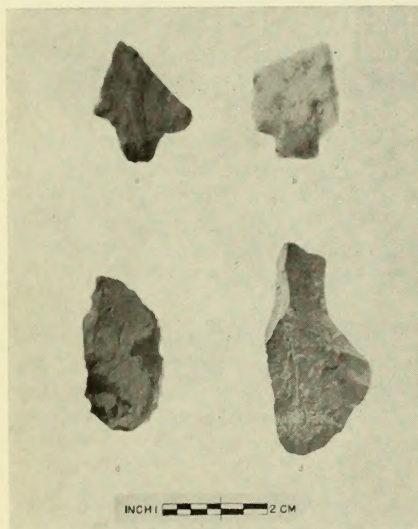
A circular, round bottomed post hole which contained the base of a Savannah River projectile point made of quartzite. This post hole measured nine inches in diameter and one foot deep. The Savannah River point was an accidental inclusion. The feature dates from the middle seventeenth century.

This cooking pit measured 24 x 40 inches with a depth of eight inches. It contained the largest amount of material found in the course of archaeological salvage. Identifiable food remains consisted of deer and turtle bones, mussel shells and a walnut shell. Daub or house plaster and a mud dauber nest which had been built in a section of cane were present. Ceramics consisted of sixty sherds representing at least ten different vessels.

DESCRIPTION OF ARTIFACTS

A wide, though not numerous, variety of artifacts were recovered from the Hardins Site. It is noteworthy that only the chipped stone artifacts can be classed as tools. The two projectile points and one blade are evidence of pre-ceramic inhabitants of the site. The triangular arrow point used by the pottery makers are absent and point out that the collection is in no way an adequate sample. The remaining artifacts left by the middle seventeenth century occupants are ceremonial, recreational, or ornamental with the exception of the chipped stone hoe and tobacco pipe. The description of artifacts follows:

The poll portion of a chipped stone hoe was found on the surface. This specimen is somewhat larger than typical.



Chipped Stone Artifacts

Three spatulate shaped ceremonial axes were recovered from the two graves encountered during borrow excavation. One of these was found by Mr. Edwin Hoyle with the first burial; the second was removed from the same grave by a construction worker and was unavailable for study. The first axe measured 13.2 cm. in length, having a maximum width of 11 cm. and a thickness of 1.7 cm. This specimen was unpolished except along the blade and probably was considered unfinished at the time it was placed in the child's grave. The second axe recovered but not available for study was reported as being well polished and slightly larger than the unfinished specimen.

A small thin highly polished celt of Carolina banded slate was recovered by Mr. Hoyle from the grave. It measured 7.2 cm. in length, 3.5 cm. wide at bit, 0.9 cm. at poll and has a maximum thickness of 0.4 cm. This small well-made artifact must be considered as a ceremonial object due to its small size and fragility. It could not have been used as a utilitarian wood-working tool.

The ground stone game disc found with the grave is made of a fine-grained white quartzite. It is well shaped and has a tolerance of 1 mm. in its diameter of 7.0 cm. It is 2.5 cm. thick. A large fragment was chipped from the edge of one side prior to its use as a grave offering.

Steatite Vessel Fragment:

A single fragment of a steatite or soapstone vessel was recovered from the surface on the river side of the borrow pit. This is the common vessel used during the late Archaic Phase.

Beads:

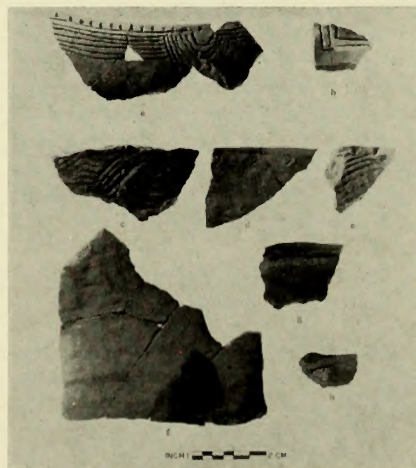
A single spherical bead made of mussel shell was recovered from the grave.

Pendant or Pin:

The pointed end of a shell pendant or ear pin was found. The fragmentary nature of the artifact precludes its full identification.

Pipe:

About one third of the stem portion of a clay pipe was recovered from the surface. This fragment represents the typical tobacco pipe made during the late prehistoric and historic periods by Indians living in the



Ceramics Stone Artifacts

Piedmont and mountain sections of North Carolina. This particular specimen is decorated with a series of thin incised lines around the circumference of the stem.

DESCRIPTION OF CERAMICS

By the seventeenth century the indigenous ceramics of the North Carolina Piedmont had begun to exhibit certain traits which originated further to the south. The standard conical or subconical pot form with cord, fabric, or net impressed surface finish was replaced by a wider variety of forms and surface finishes. During this period a group of ceramics appear in the Catawba River basin that can be traced directly to those made by the historic Catawba Indians.

The Hardins Site data imply a small agricultural settlement during the middle of the seventeenth century. Ceramics are directly comparable to those found on historic Catawba sites and indicate that the tradition of Catawba pottery was already well developed at this time. The dead were interred in pits and with grave goods. This is true, at least, for children though there may be differences in mortuary customs for adults. Ceremonialism, it would seem, was well advanced with special paraphernalia.

ACKNOWLEDGEMENTS

The writer would like to acknowledge the excellent cooperation of the State Highway Commission and especially Mr. Edwin Hoyle of the Bridge Construction Division who originally reported the site, for his interest and considerable aid in carrying out the salvage project.

FOUR RULES FOR SUCCESS

1. Put yourself into your work.
2. Try to improve on your best.
3. Cultivate a keen interest in what you are doing.
4. Don't worry.

Chuckle

Somebody's inventing new things every day. They have new traffic lights in Las Vegas: Stop, Go, and Eight to Five You Don't Make it.

Brazilian Engineers Tour Highway Commission



W. F. Babcock and the Brazilian Engineers.

It looked like a small United Nations Session.

At the head of the big table in the meeting room of the N. C. State Highway Commission sat Highway Administrator W. F. Babcock. Strung out along the table were the various department heads with stacks of plans and papers before them. Just behind them along the outer perimeter of the room sat a group with small receivers in their ears.

After each statement made by Babcock, an interpreter repeated what he had said in staccata Portuguese, and those along the wall would nod, nudge and look at each other knowingly.

This was planning Board on Monday, June 26, and for the second June in a row, the North Carolina Highway Commission was playing host to a group of Brazilian Engineers. This time there were 16; last time 15, but again they came under the auspices of the Agency for International Development and the U. S. State Department. Again there was one lady in the group. This year she was Senora Dalva Nou Schneider, Chief Engineer of the Bituminous and Soil Laboratory of the Sergipe Province (State) Highway Department. More about her later.

After a first day of orientation and learning about the North Carolina Highway Commission Organization,

the Brazilians, in the care of Construction Engineer John Davis and Maintenance Engineer George Brinkley, set out via bus to see what's going on and how it's done in North Carolina's highway program.

The four days of travel included looking at construction along the east-bound lane of US-70 between Raleigh and Durham, construction of roads in the Research Triangle Park, construction on the urban section of the Durham Expressway, construction of Interstate 95 in Nash County just north of Gold Rock, construction of the Clinton Bypass, and secondary road construction and maintenance over Wake, Durham, Sampson, Johnston and Duplin Counties.

It's interesting to note that while our friends from Brazil were greatly impressed by the amount and magnitude of "super-highway construction" going on in North Carolina they were most impressed and most interested in secondary road construction which is very similar to the kind of construction going on in Brazil at present.

In interviews with Raleigh-area newspapers, radio and television newsmen, the Brazilian engineers said there are more similarities than differences in the composition of state highway commissions and federal highway agencies here and there, the thing which impresses them most is the fact that we get things done

in a hurry, that we go from planning to actual construction in such a relatively short while. They were very much amazed to learn that North Carolina's highway system is the largest under the control of a single agency among all the states.

In an interview with Mary Jo Cashion of the RALEIGH TIMES, Senora Schneider, who has traveled widely, said she was amazed to find so few women involved in engineering pursuits in the United States.

"I met women engineers in Europe and Africa", she told Mary Jo through her interpreter, "but so far I have not met one here. I would like to." Our attempts to get Senora Schneider and Traffic Engineer Emily Blount together failed.

Senora Schneider was proud of her role in the overall highway program of Sergipe Province, but to the Raleigh Times Woman's Page writer apparently prouder of the fact that, "I have many men working for me", she said it in Portuguese smiling broadly, and then winked at Mary Jo as the interpreter told her what it meant.

The group, which left Raleigh via jetliner for Texas and points west on June 30, was in the States through July, and missed an opportunity to see the Highway Commission in session. The June meeting was in Washington, N. C.

Before departing, a spokesman for the group said, "We are very much impressed by your highway administration and by the results you get. Although this was the first state on our tour, we don't expect to see anything any more impressive, or to receive better treatment than we have here. We have learned a lot we can use to make Sergipe Highway System better. We thank you."

We look forward to a new group next year.

SEPTEMBER-OCTOBER issue
of ROADWAYS WILL FEATURE
"ROADWAY DESIGN"
BY W. A. WILSON, JR. STATE
DESIGN ENGINEER.



Left to Right: Division Engineer D. W. Patrick, George D. Ashbell, Luther L. Austin, Harry S. Phelps, Robert L. Pinkham and Assistant Chief Engineer H. D. Irving.

Absent: John E. Crain, George W. Daniels, Leon Harris, Wayland Joyner, Gurley W. Lawrence, William C. Sexton and Delmar W. Williams.



Left to Right: Division Engineer D. W. Patrick, George W. Cartwright and Assistant Chief Engineer H. D. Irving.



35-YEAR AWARD

Left to Right: Division Engineer D. W. Patrick, Eugene G. Credle, Phillip L. Jackson, Hartwell T. Liverman, Robert L. Pinkham, Preston Steadman and Assistant Chief Engineer H. D. Irving.



RETIREMENT

Left to Right: Assistant Chief Engineer Ivan Hardesty, John Q. Adams, Major Daughety, James R. Gray and Division Engineer C. W. Snell, Jr.

Absent: Louis L. Johnson, George A. Phillips and Carl Whitley.

1967

35 Year



35-YEAR AWARD

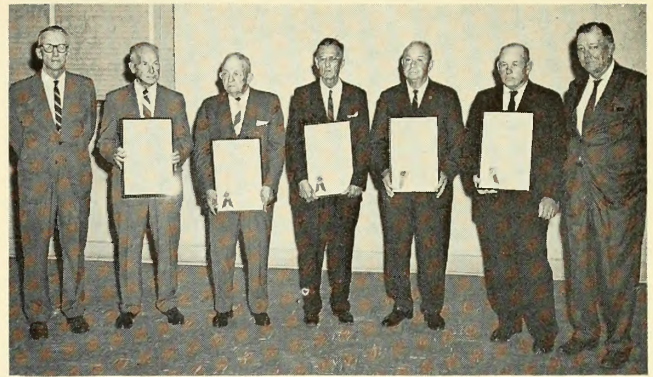
Left to Right: Assistant Chief Engineer Ivan Hardesty, John Q. Adams, Joseph Batchelor, Charles T. Bell, Sylvester V. Catlett, William S. Clements, John O. Hardy, John B. Jennette, John R. Martin, Warren E. Wetherington and Division Engineer C. W. Snell, Jr.

Absent: David P. Joyner.



RETIREMENT

Left to Right: Group I—Commissioner Ashley M. Murphy, Harold J. Butterfield, William C. Cooper, Waldo E. Hewett, Andrew W. Ivey, Malcolm M. King and Division Engineer Paul J. DuPre.



Group II—Commissioner Ashley M. Murphy, Maxwell A. Morton, William B. Pelletier, Arthur L. Rochelle, Glen A. Sutton, Lee M. Taylor and Division Engineer Paul J. DuPre.

Absent: Charles W. Findeisen

Retirements and Awards



RETIREMENT

Left to Right: Division Engineer R. W. Dawson, Clifton R. Cherry, John E. Delbridge, E. P. Koonce, Stansbury S. White and Assistant Chief Engineer H. D. Irving.

Absent: Willie Sykes, Jesse R. Taylor and Moses D. Wallace.



35-YEAR AWARD

Left to Right: Commissioner Ashley M. Murphy, Robert A. Ashworth, Jr., Loman M. Mitchell (Bridge), Theodore J. Page (Equipment), Raymond T. West and Division Engineer Paul J. DuPre.



35-YEAR AWARD

Left to Right: Division Engineer R. W. Dawson, Frank H. Edwards, Leonard L. Mohorn, Arthur E. Morris, William H. Wiggins and Assistant Chief Engineer H. D. Irving.

Absent: Isaac A. Kornegay, Moses D. Wallace and Gadi W. Walters.



RETIREMENT

Left to Right: Assistant Division Engineer C. C. Painter, Harry Buster Royster and Assistant Chief Engineer Ivan Hardesty.

Absent: Taze A. Matthews, Philip G. Stainbuck and Douglas F. Williams.



35-YEAR AWARD

Left to Right: Assistant Division Engineer C. C. Painter, John B. Harris, William Alvin Laws, James T. Robertson and Assistant Chief Engineer Ivan Hardesty.

Absent: Roy W. Gupton, Ralph King and Ben F. Wheeler.



RETIREMENT

Left to Right: Shepp Hall, Garland D. Hewett, Kenneth S. McCaskill, James L. Nance and Division Engineer N. S. Day.

Absent: A. T. Hight



35-YEAR AWARD

Left to Right: Group I—Division Engineer N. S. Day, Julian M. Andrews, John F. Cannon, A. E. Cox (Equipment) and Kenneth Hester.



Group III—Equipment Superintendent R. A. Averitt and A. E. Cox.



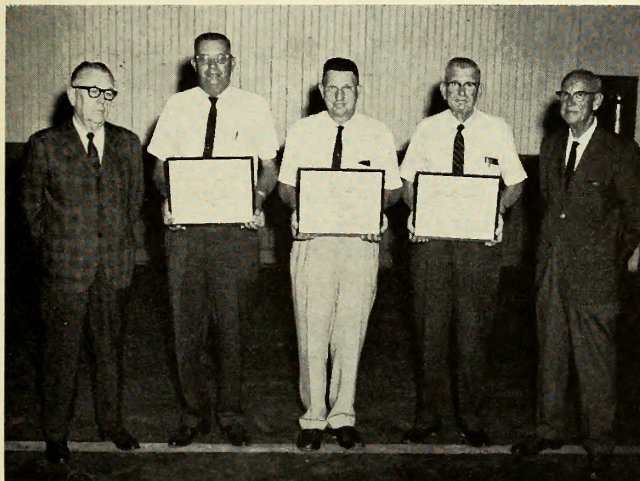
Group II—Division Engineer N. S. Day, Dossie Martin, Archie N. McIntyre, Samuel M. Wilson and Willie P. Smith.

Absent: Donald W. Taylor (Bridge).

DIVISION RETIREMENTS

CONTINUED

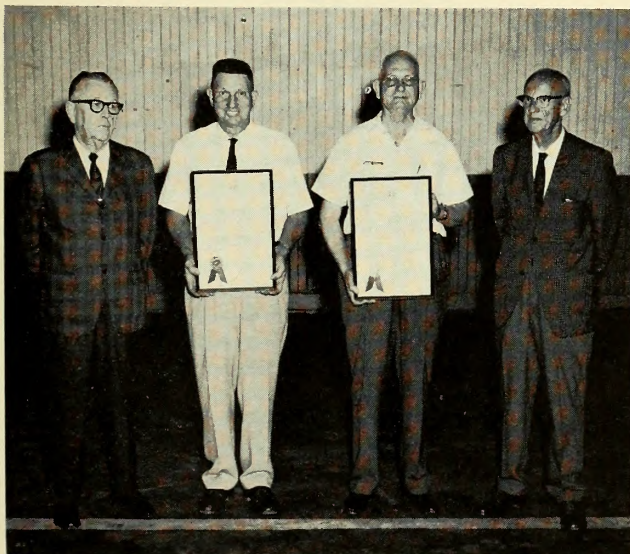
DIVISION 7



35-YEAR AWARD

Left to Right: Highway Personnel Officer J. Raynor Woodard, Elgie G. Bush, Robert V. Graham, John W. Hooper and Assistant Chief Engineer H. D. Irving.

Absent: Frank A. Campbell, William A. Pearson and Mrs. Margaret L. Howell.



RETIREMENT

Left to Right: Highway Personnel Officer J. Raynor Woodard, Robert V. Graham, C. H. Goodwin (Equipment) and Assistant Chief Engineer H. D. Irving.

Absent: Frank A. Campbell, John Dillon, Emery C. Hughes, James E. Moore, Arthur R. Piner, John W. Rainey and Clyde I. Roberts.

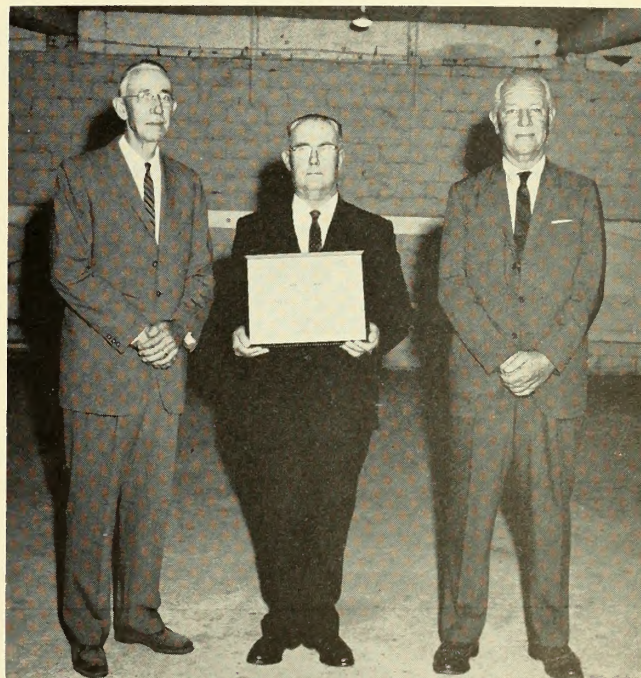


RETIREMENT

Left to Right: Assistant Chief Engineer Ivan Hardesty, Homer R. Early (Bridge Maintenance), James L. Stewart, Roy S. Webster, Thomas M. Williams (Equipment) and Division Engineer T. C. Johnston, Jr.

Absent: Grifton M. Brooks (Equipment).

DIVISION 8



35-YEAR AWARD

Left to Right: Division Engineer T. C. Johnston, Jr., Howard P. Hoover and Assistant Chief Engineer Ivan Hardesty.

Absent: Grifton M. Brooks (Equipment).

N.C.S.H.P.E.A. ASSOCIATION NEWS

A REPORT TO THE EMPLOYEES

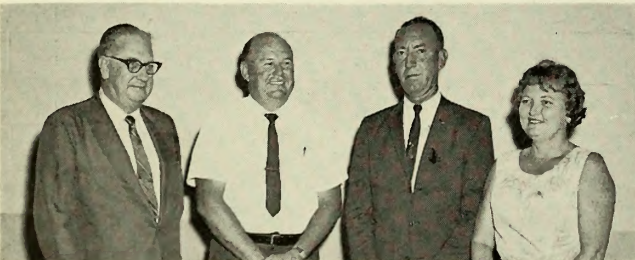
By OTIS M. BANKS & DAVID W. KING



UNIT 1 — NCSHPEA meeting at Hertford June 29, 1967. L to R: K. B. Bailey, 1st Vice President installing new Unit Officers: D. W. Patrick, Unit Chairman; W. Earl Moore, Unit Vice Chairman and Ted Willard, Unit Secretary.



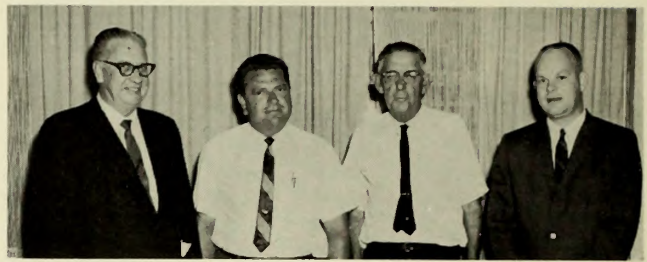
UNIT 2 — NCSHPEA annual meeting at Greenville June 30, 1967. L to R: K. B. Bailey, 1st Vice President, installing Mrs. Iris Sutton, Unit Vice Chairman; E. D. Credle, Unit Secretary, and Mr. Charles Snell, Division Engineer. Absent in picture: C. W. John, Unit Chairman.



UNIT 3 — NCSHPEA meeting at Burgaw July 14, 1967. L to R: K. B. Bailey, 1st Vice President installing L. F. Dail, Unit Chairman; Eugene Woodring, Unit Vice Chairman and Marie Ferrell, Unit Secretary.



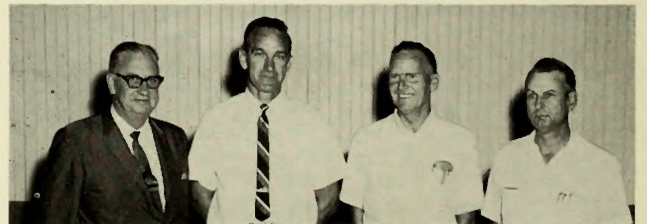
UNIT 4 — NCSHPEA meeting at Wilson July 6, 1967. New Officers — L to R: Archie Worley, Unit Vice Chairman; Pat Abernethy, Unit Secretary and W. H. Swart, Unit Chairman. 1st Vice President K. B. Bailey, installing.



UNIT 5 — NCSHPEA meeting at Durham, July 7, 1967. New Officers — L to R: 1st Vice President K. B. Bailey, installing W. C. Grimes, Unit Chairman; G. E. Crutcher, Unit Vice Chairman and Doug Waters Unit Secretary.

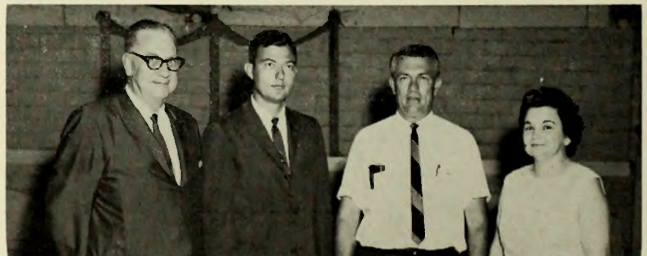


UNIT 6 — NCSHPEA meeting at Fayetteville July 19, 1967. L to R: W. L. White, Unit Chairman; Leroy Cain, Unit Vice Chairman and S. F. Ammons, Unit Secretary.



UNIT 7—NCSHPEA Meeting at Greensboro July 20, 1967. L to R: K. B. Bailey, 1st Vice President—installing Carl Wilkins, Unit Chairman; J. B. Taylor, Second Vice Chairman; A. L. Coltrane, Unit Secretary.

Absent: Clyde Jones, 1st Vice Chairman.



UNIT 8—NCSHPEA Meeting at Sanford July 21, 1967. L to R: K. B. Bailey, 1st Vice President—installing Fred Whitesell, Unit Chairman; Richard Siler, Unit Vice Chairman; Virginia Williamson, Unit Secretary.

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'67

HELLO . . . HENRY

By KEITH HUNDLEY

It's just like on "To Tell the Truth".

Both guys say, "My name is Henry Hammond", and they both mean it.

I ran into this interesting situation the other day when I discovered via a telephone call that there are two Henry Hammonds working for the Highway Commission. **Both** of them are working in Raleigh. **Both** are involved in design work. **Both** have initials involving combinations of the letter "h" and "c".

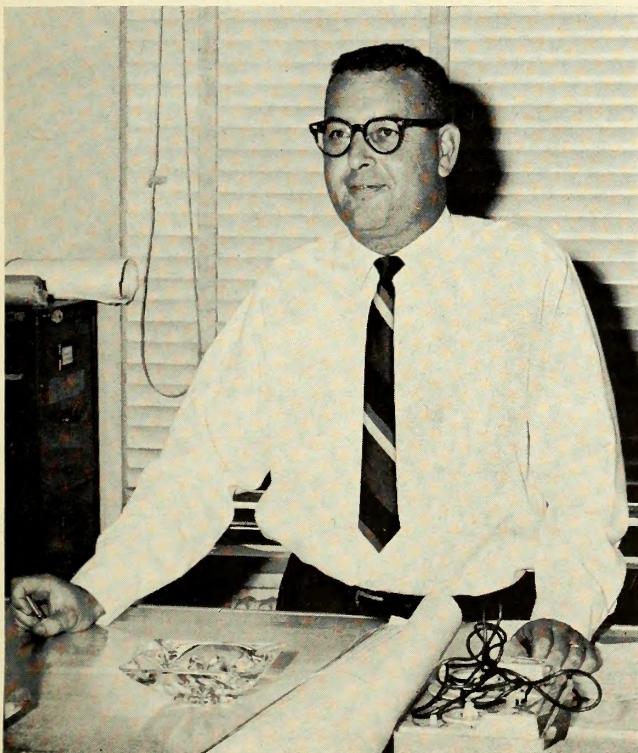
I wouldn't even bring up this whole confusing matter except that these fellows constantly get each others telephone calls and mail, and, well, I've put it off as long as I can, so, I might as well get on with the explanation.

Let's do it the Army way!

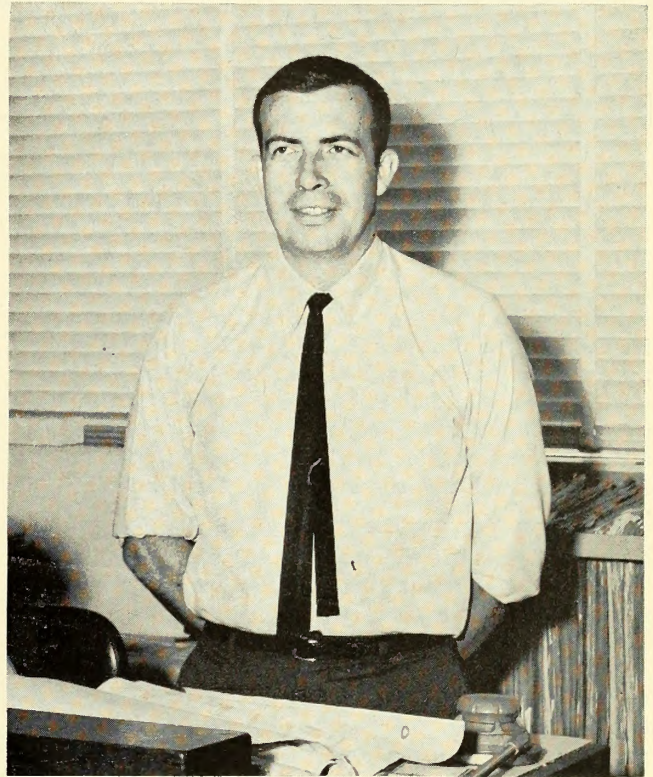
Henry Hammond Number One is HAMMOND, Henry C. Employed in the Highway Commission's Landscape Department, works on the design of such facilities as roadside rest areas and scenic overlooks. He has worked for the Commission for three years, was graduated from the University of Georgia at Athens and was born on the military reservation at Fort Bragg, North Carolina.

Henry Hammond Number Two is HAMMOND, Clyde H. Employed in the Highway Commission's Roadway Design Department designing roadways, has been with the Highway Commission since January 1, 1967, was graduated from the University of South Carolina and is a native of Columbia, South Carolina.

C. HENRY HAMMOND



HENRY C. HAMMOND



Now, if we could keep this thing as we have it here with the simple military-type sketches and the military-type names: HAMMOND, Henry C., and Clyde H., we'd be all right. No problem. But no. Both these guys want to be called Henry. They prefer it, demand it. Even the listing in the State telephone directory is confusing. Then landscape Hammond is listed as "Henry C." The design Hammond is listed as "C. H." So, people who want to speak to Henry Hammond call Henry Hammond, it's just that they don't always get the right Henry.

Am I making myself clear?

Anyway, Henry C. get C. Henry's phone calls. C. Henry gets mail intended for Henry C. Roadway problems and landscape problems mix and blend. Everybody gets confused.

My point — if I can get back to it now after all this — is if you want to speak to Henry Hammond on the telephone, or if you want to write to him, make darn sure that your "H" and "C" are in the right position before you dial or take pen in hand.

Look, before I leave the typewriter here to go get an aspirin, let me try out one more thought on you. Why don't we look around for one more guy named Henry Hammond, take all three to New York and really drive Bud Collyer nuts. When he says, "Will the REAL Henry Hammond please stand up", it'll look like a standing ovation.



Pot Luck

By KEITH HUNDLEY

WORTH IT ALL — It's a long drive from Asheville to Raleigh, but a fine Highway Lady found it all worth while on June 22nd. Mrs. Harriet W. Gossett who has given the Highway Commission 45 years of diligent and competent service was here with 50 men to receive her service award from Governor DAN MOORE. After the ceremonies she was glowing, and well she might. In her own words, here's what happened: "Not only did Mr. Babcock introduce me as the real Division 13 Engineer, but I got a big kiss from the Governor". I guarantee that's one time Mrs. Gossett felt like staying on as a "flatlander".

FISHING FEVER — That expected and enjoyable summer disease hit the Hundley household on June 24. Two-thirty A.M. found the Hundley bunch on the road for one of its "vest-pocket vacations" on Emerald Isle. We had no difficulty making the first ferry run at Bogue Sound, and then at the Iron Steamer Pier parlayed a full moon, a rising tide and cool cloudy weather into a full fishbox. At cleaning time they totaled 56 mullet, trout and spots with a hogfish or two tossed in. Wife Shirley caught her share as did daughters Vickie and Leithie. The old saying goes: "If you can't fish . . . cut bait" . . . I took a knife along.

EUREKA — On a previous outing, this column asked the searching question of Division 14 Engineer A. J. Hughes, "Mr. Red, who's got them scissors?" That all referred to the fact that Mr. Hughes had carried the scissors used to cut the ribbon for the dedication of the I-26 Hendersonville Bypass and was jokingly accused of trying to add them to his personal archives. I needled him about while he was in Raleigh to get that 40-year award, he pulled up short, snapped his fingers, and said, "I'm glad you said that Keith. I've got to stop by the equipment depot and pick up five pairs of engraved scissors I left down there". Well, I'm good for something.

FISH TALE — Big Vernon Branch back in the Reproduction Dept. in Raleigh was the butt of a joke the fellows were telling around here the other day. Seems Branch, who towers to well over six feet and weighs accordingly, fishes a good deal off the ocean piers. Way the story goes some of his friends saw him at the pier fishing through a knothole not an inch and a half across. Smiling, the friend said, "Vernon, you can't pull a fish up through that knothole". Old Vernon just grinned and said, "Yeah, but he can't pull me down through it either". It appears whales must be his usual fare.

LONG LIST — I heard right much comment lately about what a long list of honorees there was at the last

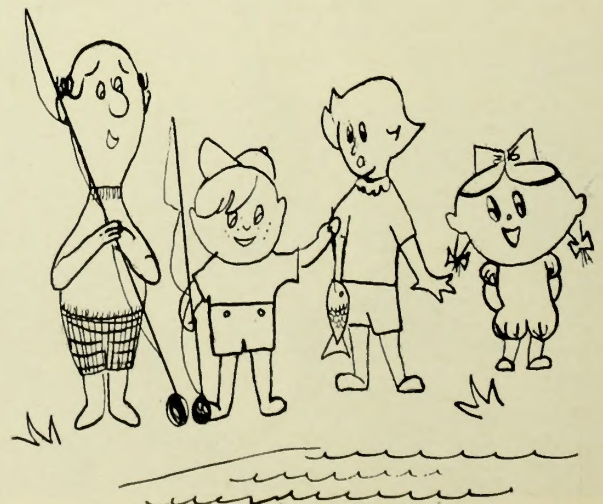
service award ceremony here in June. Thirty-eight 40-year and 13 45-years. That kind of long association speaks well for both the organization and the individual employees.

POW WOW — Word gets back to this camp that only a last minute pow wow with leaders of the Cherokee Nation saved Chairman Hunt, Administrator Babcock and Secondary Roads Man George Willoughby from being scalped at Waynesville. It's a good thing Commissioner Russ speaks their language when it comes to roads.

WHAT? — Some of the King Kong Koffee Klatch, made up of highway employees working mainly on the second floor, give me the word that Phil Hefner drove all the way to Maiden a weekend or two ago just to get a chocolate shake at "Slick's". Fascinating the way they hand them out that little window, ain't it, Phil?

LETTERS — Remember how old Perry Como used to sing, "We get letters, lots and lots of letters . . . ? I'm sure we all do, but none of them are much rarer than the one the ever-interesting Alyce Cunningham included in her Division 14 news last issue. I laughed 'til I cried, literally.

CAST OFFS — If any of you folks have any old stale — even slightly off color — jokes, send them to Mr. Poe Cox, Location Dept., State Highway Commisison, Raleigh. Cox was recently named editor of the JAYCRIER for the Garner JayCees and needs all the help he can get.



Highway Progress Feb. thru July

The period between February and June has been an extremely busy time for the North Carolina State Highway Commission with the State's greatest program of road building and improvement swinging into high gear.

Looking back over the first half of the calendar year, I have picked out some figures and data which I felt would be of interest to you, and which would provide the basis for a number of stories and features over the next several weeks.

First, let me give you a general picture of some of the Commission's activities during the past six months.

A total of 174 contracts were awarded, having a cash value of \$47,931,666 and involving 1,625 miles of road construction and other improvements.

Of this overall total, two contracts were awarded on the Interstate System with a cash value of \$5,102,457. These call for the grading and construction of two of three links of I-40 between Winston-Salem and Statesville across Davie County. The sections total more than 17 miles. The third section of some 10.4 miles to tie into the completed Statesville Bypass will be let to contract on July 25th and reviewed for award by the full Highway Commission on August 4th, 1967.

On the Appalachian Highway System, three contracts totaling \$4,800,000 were awarded. They involve construction along US 19-23 from Lake Junaluska to Clyde and from Hazelwood to Balsam Gap. (The Waynesville Bypass), and the construction of the west approaches to the new Smoky Mountain Bridge over the French Broad at Asheville.

In addition to these projects, there were other important contracts awarded across the State:

The relocation of US 421 at Wilkesboro, the Wilkesboro Bypass, 11.5 miles. A Federal-aid project.

The construction of two additional lanes in the four-laning of the US 70 Bypass at Kinston, 2.5 miles. A bond project.

Construction of West Boulevard from Airport Drive to near Cliffwood Drive in Charlotte, 3.6 miles. A bond project.

Widening and resurfacing of two sections of NC 12 on the Outer Banks, one section just south of the Herbert Bonner Bridge at Oregon Inlet, the other just north of Buxton, 3.5 miles. A bond project.

The construction of a segment of the Durham Expressway in the City of Durham between Alston Avenue and Chapel Hill Street, 2.3 miles. A Federal aid project.

The widening and resurfacing of the east-bound lane of US 70 between Bethesda in Durham County and Duraleigh Road in Wake County, 8.8 miles. A bond project.

Construction of the lift-span bridge across the Cape Fear at Wilmington. A Federal-aid project.

Construction of the superstructure and approaches along Secondary Roads 1300 and 1508 in Washington and Bertie Counties. A Federal-aid project.

These eight projects are indicative of the large amount and wide range of highway construction let to contract during the first half of the year, construction supported by both bond funds and regular State-Federal matching funds.

The following tables show some of the activities of the

Highway Commission during the period February 1 through June 30, 1967:

Status of Interstate Mileage in North Carolina as of June 30, 1967

Miles open to traffic (does not include routes presently in use as temporary Interstate)	385.9
Miles presently under contract	133.2
Miles in Right-of-Way acquisition and/or design stage	251.0
Total Interstate miles allotted to North Carolina	770.1

ULTIMATE COST OF AUTHORIZED..

BOND PROJECTS

as of JUNE, 1967

	PRIMARY	SECONDARY	URBAN
Division 1	\$ 11,500,000	\$ 2,252,000	\$ 1,838,000
Division 2	9,600,000	3,750,000	3,425,000
Division 3	16,700,000	3,600,000	3,255,000
Division 4	13,324,000	2,013,000	6,125,000
Division 5	10,192,000	2,802,000	4,636,000
Division 6	14,373,600	3,950,000	2,043,000
Division 7	9,721,000	3,410,000	5,066,000
Division 8	9,900,000	4,752,000	2,009,000
Division 9	8,377,100	3,160,000	5,202,000
Division 10	8,095,700	2,751,000	9,494,000
Division 11	10,251,600	6,515,000	1,743,000
Division 12	8,506,200	2,670,000	5,425,000
Division 13	10,161,200	4,952,000	2,941,000
Division 14	9,456,300	5,425,000	1,322,000
	\$144,158,900	\$52,002,000	\$58,964,000

THOROUGHFARE PLANS FEBRUARY-JUNE, 1967

THOROUGHFARE PLANS ADOPTED	PLANS REVISED
1. Cullowhee	1. Greenville
2. Leaksville-Spray	2. Madison-Mayodan
3. Hendersonville	3. New Bern-Bridgeton
4. Taylorsville	4. Sanford
5. Robbins	

REVISIONS TO PLANS PREVIOUSLY ADOPTED

- Greensboro
- Zebulon

AGREEMENTS ON CITY-STATE SYSTEM RESPONSIBILITIES FOR THOROUGHFARES INCLUDED IN ADOPTED PLANS

- New Bern
- Bridgeton
- Oxford
- Roseboro
- Southern Pines
- Spruce Pine
- Stantonsburg
- Tarboro (revised)
- Sanford

Thoroughfare Plans mutually adopted by the Highway Commission and the municipalities totaled 87 as of June 30 1967, and involved some 104 separate communities. (There are several multi-city plans.)

CONTRACT AWARDS BY THE STATE HIGHWAY COMMISSION

	Numb r of Contracts	Total Contract Value	Total No. of Miles	Interstate Value	Interstate Mileage
February	33	\$12,694,800	289.332	\$2,668,192	10.335
March	32	5,081,136	195.197	2,434,265	7.155
April	33	7,887,045	330.040	0	0
May	33	10,929,920	472.387	0	0
June	43	11,338,765	338.055	0	0
	174	\$47,931,666	1,625.011	\$5,102,457	17.490

A breakdown of the completed mileage on each of the State's five Interstate Corridors is available now on the Highway Commission's Interstate Status Map as of February, 1967. A new map showing progress to July, 1967 is now being prepared.

SECONDARY ROAD ACTIVITY FEBRUARY-JUNE, 1967

PROGRAMMED FOR IMPROVEMENT	ULTIMATE COST
75.8 Miles	\$ 866,604.60
PROGRAMMED FOR PAVING	
121.4 Miles	\$2,247,830.00
MILES ADDED TO STATE SYSTEM	
142.2	

APPALACHIAN DEVELOPMENTAL HIGHWAY SYSTEM PROGRESS FEBRUARY-JUNE, 1967

CONTRACTS	VALUE
Lake Junaluska to Clyde—US 19-23	\$2,100,000
Hazelwood to Balsam Gap	875,000
West approach to New Smoky Mountain Bridge, French Broad, Asheville	1,825,000
Total Mileage Involved — 6.6 miles	

During the period February to June, the 9.1 mile Waynesville Bypass between Lake Junaluska to Hazelwood was opened to traffic, and right-of-way authorization was approved for the 18-mile section between Murphy and the Tennessee State Line.

The Interstate System

The 41,000 mile National System of Interstate and Defense Highways was authorized by Congress in 1956 following a series of studies and debates stretching back to late 1930's.

The system was to be developed to connect the nation's major cities and to provide for the free flow of commerce, to cut travel time between cities and to reduce traffic congestion, to improve highway safety and to strengthen the national defense capabilities. It is the biggest road-building program the world has ever known.

North Carolina is no "johnny-come-lately" to the interstate highway construction scene, having done the corridor locations for its five routes as early as 1947, and having expended some \$60,000,000 on construction of the system before Congress made 90 per cent Federal financing available in 1956.

Neither is North Carolina giving up its traditional role as a national leader in interstate highway construction today. Since funds were first made available from the Highway Trust Fund, the State has spent more than \$174,000,000 on the Interstate System, exclusive of right-of-way and other engineering costs. In addition, the State has completed approximately half the Interstate mileage allocated to it.

The Interstate System in North Carolina breaks down into five routes: Interstate 26, Interstate 40, Interstate 77, Interstate 85, and Interstate 95 — total allocated mileage is 770.

Interstate 85 is the "long route" on the North Carolina System, comprising almost a third of the total allocated mileage. The route begins in Virginia and ends at Interstate 65 in Alabama and traverses North Carolina for some 233 miles, entering just north of Henderson and leaving just south of Kings Mountain. This route serves the major cities of the so-called "Piedmont Crescent", including Henderson, Durham, Greensboro, High Point, Lexington, Charlotte and Burlington.

Only slightly shorter than I-85 is I-40, which rises at Interstate 85 in Greensboro, serves Winston-Salem as the State's only urban Interstate section, winds its way west to Asheville, then up the rugged Pigeon River Gorge of Haywood County,

and exits into Tennessee. When finally completed the route will stretch all the way to Barstow, California, with 219 miles of it in North Carolina.

The third longest of the Interstate routes in North Carolina is Interstate 95. This is the Eastern North Carolina Interstate, running for some 182 miles along a north to south line between Roanoke Rapids-Weldon, where it enters from Virginia, to just south of Lumberton, where it makes its way into South Carolina.

There are two so-called "short interstate routes" in North Carolina. The first of these is I-77, which enters the state near Mt. Airy from Virginia. The route's northern terminus is in Cleveland, Ohio, but it traverses this state for only 96 miles across Surry, Yadkin, Iredell and Mecklenburg Counties. The route ends at Charlotte.

The other of the two is I-26. This one could be called the "Interstate of the Carolinas". It rises at Interstate 40 at Asheville, heads south through the Saluda Valley and enters South Carolina near the Polk County town of Columbus, a distance of only slightly more than 40 miles. The route continues on, however, to the South Carolina port city of Charleston.

When the Interstate System was originally planned, it was anticipated that the 41,000 mile system would be completed by 1972, but recent drains on the Highway Trust Fund, the war in Vietnam and other economic factors have combined to change that date.

Currently the huge system is scheduled for completion in 1975, provided there are no additional funding delays.

Cost of Highways

"The best things in life are free" is a fine sentiment. However, in our present highly developed, urbanized society almost everything — like it or not — costs money. Look around you and think about your daily life. What is free?

"Ah-hah," you may say — "the air is free to breathe. Nature is free, and anybody can take a ride in the country free."

But let's look at these things more closely. It doesn't cost anything to

breathe air, but cities are at this moment having to perform costly research to develop costly control devices for preventing air pollution and purifying air. You don't put money in an inhalation meter with every breath you take, but tax money is being spent for research and control of our precious air.

What about nature — is it free? The nature that people in urban areas have readily available to them is confined to parks and playgrounds. These may be free to romping children and strolling teenage couples, but they are not free to the taxpayer. Large sums of tax revenue are spent every year establishing and maintaining parks and playgrounds. If your family is lucky enough to live next to acres of open fields, ideal for running games and kite flying, you are among the favored few. With the rapidly increasing urbanization of our nation, the neighboring sand lot or vacant field is sure to become almost a phenomenon. For large masses of our present population the great out-of-doors is only accessible via an auto trip some distance outside the city. Here the cost is investment in an automobile.

Which brings us to our next item — a free ride in the country. What does a "free" ride really require. Basically, it requires two items. One is investment in an automobile, which I just mentioned. But that is putting the cart before the horse. The *chief* item is *roads*; an investment must be made in building and maintaining roads so that taking a pleasure drive is possible.

Roads are necessary, however, whether going for a pleasure drive, to work or on a business trip. Roads are of considerable importance to our American way of life. Both in terms of the freedom of movement which mobile America enjoys and of economic prosperity, modern highways play a vital part. When we speak of transportation, we are speaking to a massive degree about highways. As most everything else of consequence in our lives, highways cost money.

Our estimated national transportation bill in 1965 was a little over \$140 billion. Highway passenger and freight transport accounted for about \$115 billion, or 82 percent of the total. Private automobiles accounted for

more than 88 percent of the 1965 passenger dollar. Seventy-three percent of the freight dollar was spent on highway transport. Highways now account for 92 percent of intercity travel.

In the past ten years the United States has spent more than \$114 billion on roads and streets. \$150 billion is expected to be spent for highways in the next ten years. Thus highway expenditure will probably top a quarter of a trillion dollars in a 20-year period.

A program of this magnitude should and does stir interest and controversy.

People frequently asks what it costs, on the average, to build, maintain and operate a mile of road. On the surface of the matter, this seems to be a simple and reasonable question, but there is no easy answer. It is a case where averages are almost meaningless.

Many road construction projects are actually projects of reconstruction; that is, the modernization and renewal of roads that already exist. In such cases, there may be no new investment in land for right-of-way, or, if the road is to be widened, it may be necessary to acquire additional land. Depending on the circumstances, this land may be quite cheap or very expensive. In the case of an urban highway built on new right-of-way, the cost of the land may be the largest item of expense.

Then there is the question of how to amortize the capital investment so as to be able to calculate the cost of the highway on an annual basis. The various elements of the highway have different life spans. The excavation, grading and compaction of the right-of-way constitutes a more-or-less permanent part of the highway. The surfacing, on the other hand, will wear out.

In spite of the obvious difficulties involved in arriving at a meaningful average, calculations of this sort have been made, with the object of finding out, as accurately as possible, what it costs to provide a mile of service to the individual motorist.

It is quite obvious that it costs a great deal more to build and maintain an expressway than it does to build and maintain a secondary road. On the other hand, when the cost is divided among the vehicles using the

roads, the expressway, because of its much greater volume of traffic, is the cheapest investment on a per-vehicle basis.

Calculations by the Bureau of Public Roads, based on the 1964 Highway Program, indicated that Interstate System highways cost, per mile, per year, an average of \$25,467, while, on the same basis, local secondary roads cost only \$2,552 per mile per year. When this cost was divided by the number of vehicles using the highways, it was found that the Interstate road cost four tenths of a cent, per vehicle mile, while local secondary roads cost 1.38 cents per vehicle mile. Other categories of roads fell between the two extremes.

One break-down of highway capital expenditures indicated that 49 percent of the investment was in right-of-way and grading, 24 percent for bridges and other structures, and 27 percent for paving and shoulders.

Highway users are the fount of highway funds. State and Federal highway funds are derived primarily from motor fuel and vehicle taxes and other charges levied on highway users. The revenue from Federal highway-user taxes which are earmarked for highway purposes goes into a special Highway Trust Fund, from which is paid the 90 percent Federal share of Interstate construction and the 50 percent Federal share of construction costs on other Federal-aid projects.

The unit costs of highway construction have remained relatively stable since 1960, but lately have been moving up. Stability of costs through the years has been made possible largely through sustained increases in productivity. The highway construction industry has largely escaped the gradual creep in prices and costs experienced during the last decade by most other sectors of the economy. Transportation Secretary Alan S. Boyd, in a recent speech, attributed the relative stability in the highway industry to a combination of improved techniques, materials, equipment and management tools, all of which greatly increased productivity. There are some indications that the period of relatively stable construction costs has ended and we are entering a period in which we will not be able to realize increases in productivity sufficient to offset other rising cost factors. Maintenance costs have also been increasing at an accelerated pace.

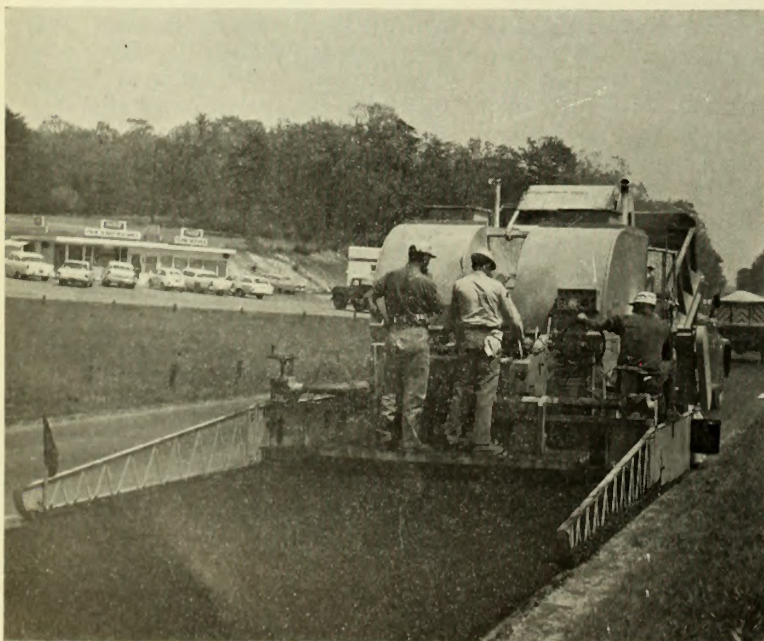
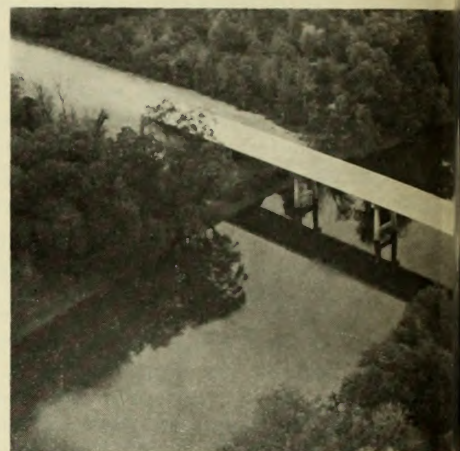
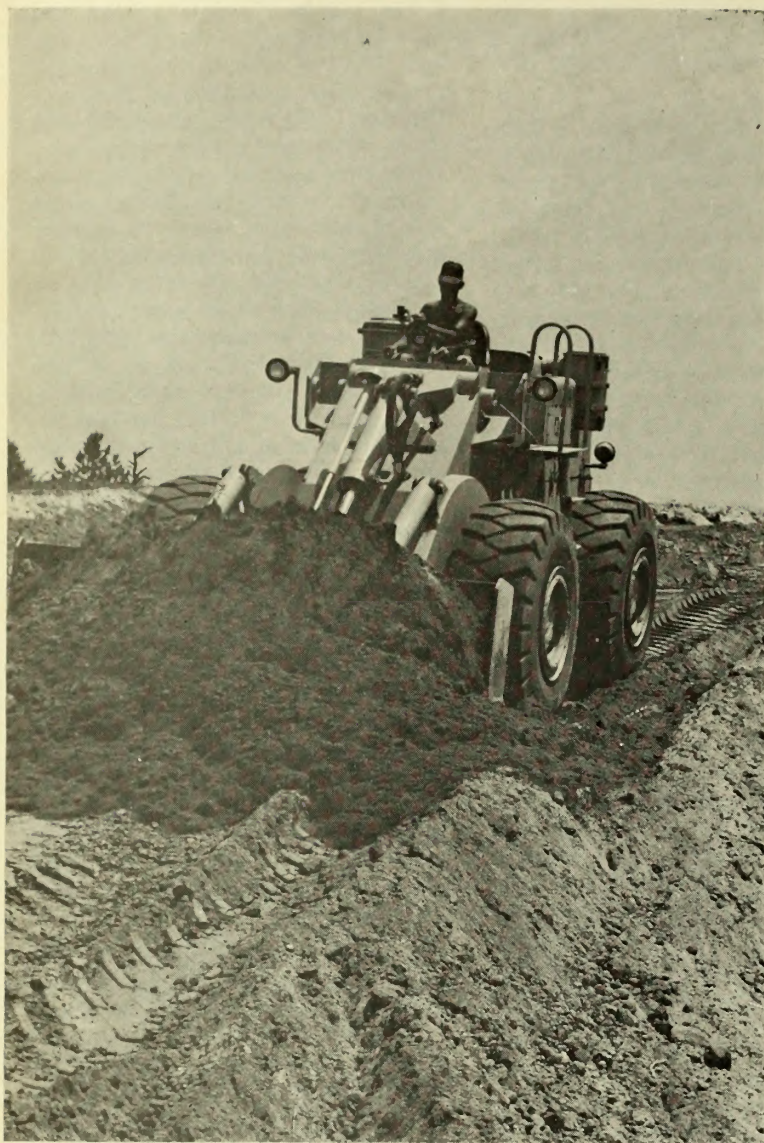
The situation points toward the need for increased research. Research has proved valuable in the past. Slip-form paving, a method of surfacing highways which was a novelty not many years ago, is now widely used to produce durable concrete pavements at reduced costs. With rapidly rising excavation costs, an answer must be found for more efficient excavation methods. Research in new excavation methods is being conducted right now. In connection with this, experimentation is going on in the use of lasers for blasting rocks. Nuclear gauges for faster, non-destructive field tests of soil compaction are already in use, thanks to research.

The National Program of Research and Development for highway transportation, begun in 1965, is responsible for most of the highway research being conducted. This is a cooperative effort of the Bureau of Public Roads and the State highway departments, administered by the Highway Research Board, an arm of the National Academy of Sciences. Research sponsored by and coordinated with the extensive research efforts of private industry aimed at producing more efficient equipment and improving the characteristics of highway materials.

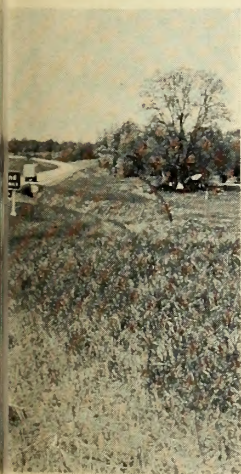
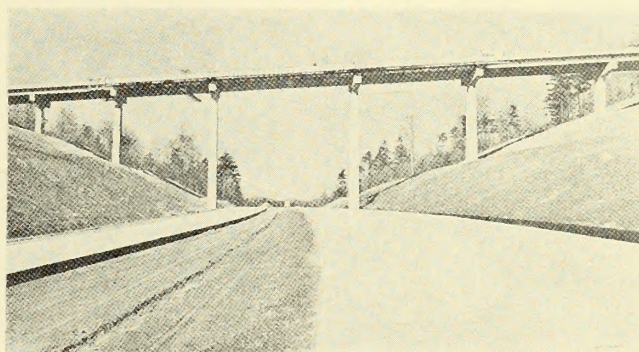
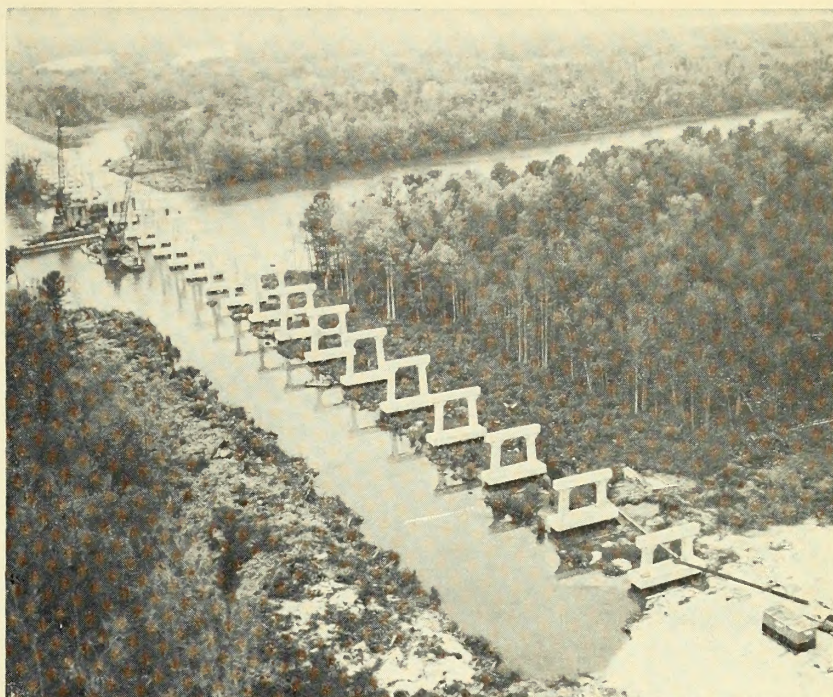
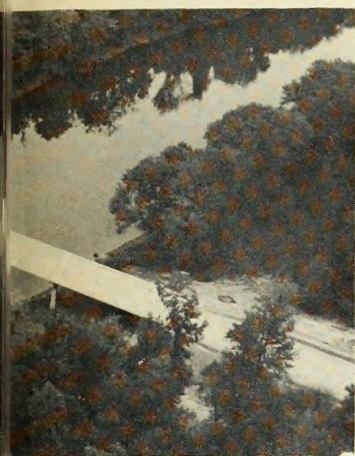
Research, however, will by no means alleviate the entire problem of rising costs, especially in urban construction; and urban construction accounts for the great majority of all highway construction that will be done in the future. Urban construction involves many complications. Right-of-way acquisition is a costly and complicated element of building highways.

The best path is one that will not cut neighborhoods in two but will follow along neighborhood lines, will often tunnel under an area rather than wipe out a lovely residential district, will skirt historic and scenic sites rather than cut through them as the crow would fly. No one can dispute that this policy of weaving highways into urban environment is desirable. However, planning highways in such a manner usually involves considerable additional cost. At one time Americans had to make the choice between economy and ultimate desirability and they customarily chose economy. Today the scales have shifted to demand for a more desirable environment. Increased cost of providing transportation means is the ultimate result.

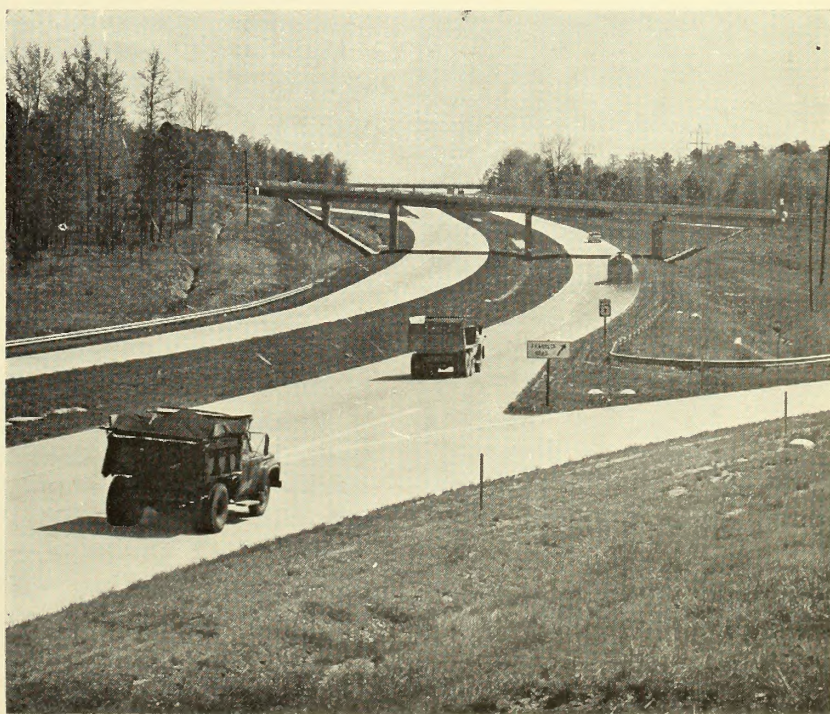
North Carolina



oad Progress



67





Headquarters

By Jewel Adcock



FINANCE — **KAY SNAKENBURG** recently received a lovely diamond ring. **PERCY ATKINS** enjoyed two weeks attending summer camp at Fort Jackson, S. C.

Vacations are booming in the Department. **WANDA GOODWIN** spent a week visiting her parents in Kentucky. **LINDA EDGERTON** went to Florida for a week's visit with her sister. Myrtle Beach, S. C. was the scene of **MARY ZIMMERMAN'S** vacation, while **JUDY MORRIS** enjoyed four days at Topsail Island. **MILDRED TIPPETT** thinks fishing is a lot of fun since landing a 25 lb. dolphin at Morehead City. **PHIL YARBROUGH** took his family to Atlantic Beach for a week. Florida was the vacation site for **MARILYN LONG** and her family.

Touring the mountains of Western North Carolina was a nice vacation for **SHERRY McCLUNG**. Atlantic Beach was a lot of fun on a recent weekend for **MARY PRICE**. **FAYE JENNETTE** spent a week in Boston, Massachusetts visiting her brother and friends. **SALLY MOSS** went to Carolina Beach for several days. **MARY JANE COPPEDGE** toured the mountains of Western North Carolina for a week. **BRENDA LEWIS** enjoyed a few days at Atlantic Beach. **ELISE PARRISH** spent a recent weekend with friends and her family at Carolina Beach.

It's nice to have **T. L. AMMERSON** back on the job after a recent

hospitalization. Best wishes to **MARY LEONARD** who resigned July 14th to take up full-time housekeeping and await the arrival of the stork.

EQUIPMENT — Department Head **L. H. GUNTER** and wife, Ruth, vacationed at Harrisburg, Pennsylvania during July. A highlight of the trip was a visit with Col. and Mrs. John W. Irving at Cumberland Depot, where Col. Irving is currently serving as Post Commander.

Billie and **HENRY LOWERY**, daughter **Miriam**, and other family members vacationed for a recent week at Ponderosa Family Camp Grounds near Myrtle Beach. **MARY JANE** and **Bob MacGILLIVRAY** were weekend visitors of Mr. and Mrs. Jim Newcome in Charleston, South Carolina the weekend of July 4th. Other July vacationers were **PEGGY** and **Bill SUTTON**, who journeyed to Washington, D. C.

Welcome to summer employees **JUDY KEITH**, **VICKI WADE**, **DONNA WILLIAMS** and **JEAN H. BRANNAN**. **JO ANNE BASS** and husband, Robert Earl, enjoyed dining at the North Hills Steak House recently. Robert Earl was honored as "Boss of the Day" by Radio Station WRNC on July 6th and was the lucky winner of tickets for two steak dinners. Another lucky winner recently was **PEGGY SUTTON**, who received a General Electric Radio in a local sweepstakes.

EQUIPMENT DEPOT — Good luck to **A. E. JONES** from the Truck Shop and **W. R. HIGHSMITH** of the Machine Shop who retired June 30th. It's nice to have **GERALD D. HILL**, **HENRY O. YOUNG** and Mrs. **GERALDINE LACEY** as new employees at the Depot.

LANDSCAPE — Welcome to **SANDRA BYRD**, new stenographer in the Department. Congratulations to the **HENRY C. HAMMONDS**, who are the proud parents of their first child, a son, **Henry C. Hammond, Jr.** **KAY DAVIS** enjoyed a week's vacation with her family in Roanoke Rapids.

VETERAN ENGINEER RETIRES



Clyde T. Carmichael, Chief Chemical Testing Engineer for the Materials & Tests Division of the State Highway Commission, retired June 30th with more than 45 years of continuous service with the Commission.

Mr. Carmichael is the last survivor of the original Highway Laboratory Staff, which was set up in 1921-22 to test the large quantities of materials to be used in the extensive road and bridge-building program authorized by the 1921 General Assembly.

He began work as a laboratory assistant in 1922, became assistant chemical testing engineer in June, 1925, and was promoted to Chemical Testing Engineer in January, 1929. The designation was later changed to Chief Chemical Testing Engineer.

Mr. Carmichael worked on several ASTM Technical Committees for many years, and frequently contributed to committee work of the American Association of State Highway Officials. He is a member of the Sphinx Club, Raleigh Engineers' Club, Milburnie Fishing Club, N. C. Society of Engineers and William G. Hill Lodge 218, AF&AM.

Before Mr. Carmichael's departure, he was honored at several parties, a steak dinner and presented with many nice gifts.

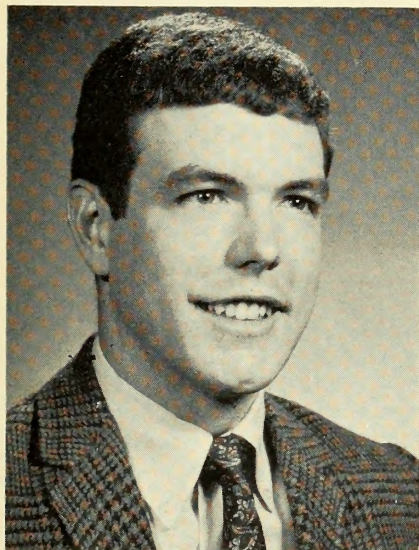
Highway employees will greatly miss a man of Mr. Carmichael's stature. He was a dedicated and loyal highway engineer and all his friends wish for him many happy years of retirement.

LOCATION — Now a professor at the University of Maryland is R. L. P. CUSTER, who recently resigned from the Geology Section. It's nice to have CARLEEN CAMPBELL as a new summer employee and NANCY ELAINE ROGERS as a new draftsman in Property Survey.

Recent vacationists were LOUISE and Roy HIGH, Atlantic Beach; the R. J. WILSONS, Cherry Point; the JOE CREECHS, Kure Beach; the HORACE JERNIGANS, Connecticut; and the CARTER DODSONS, Ohio.

RIGHT OF WAY — Best wishes to Mrs. ALEX MAGNER, secretary to Mr. Webb, who resigned from Right of Way August 4th to become a mother and housewife. Welcome to Mrs. DEBBIE MOONEYHAM, who is Alex's replacement. Employees will also miss Mrs. LOIS ENNIS, W. D. MOON'S secretary, who resigned to become a housewife-mother. JESSIE GARDNER is Lois' replacement.

Chief Location Engineer's Son Boyce Midgette, Jr.



Howard Boyce Midgette, Jr. is a June graduate of the North Carolina School for the Deaf in Morganton. During his school years, "Butch" was a Boy Scout, an Explorer, a member of the Goodwin Literary Society, the Jr. NAD, and the Monogram Club. He participated in football, basketball and track. Having had five years of study in the graphic arts department at NCSD, Butch plans to get a job doing printing or linotype operation next fall. He is the son of Chief Locating Engineer Boyce Midgette, Sr.



Above—Raymond Crouse (Design Engineer)

Raleigh Reservist Honored

Raymond Crouse, a design engineer for the Highway Commission, has been chosen for the United States team that will compete for the Palma Trophy match and the world long range rifle championships.

The competition will be near Ottawa, Canada, August 10-19, with Canada, Great Britain, South Africa, and possibly New Zealand providing the competition.

Crouse, a sergeant in the Army Reserve, fired 599 out of a possible 600 from 600 yards last August at Camp Perry, Ohio, and holds the rating of distinguished rifleman, highest honor given to any shooter.

In advising Crouse of his selection, James C. Whitney, captain of the Palma team, wrote: "You can well be proud of your ability as a rifleman as you are now a member of the most select team of long range riflemen ever assembled."

This is Crouse's fourth year of competitive shooting, but it will be his third year on the All Army Reserve team of 18 that will compete in the national matches at Camp Perry.

He is a graduate of New York Military Academy and attended State. He is the training NCO and survey section chief for Hq. & Hq. Btry. 4th Bn. 17th Arty. of the Army Reserve here. He is a member of the Sir Walter Gun Club and the National Rifle Association.

BRENDA PRICE left the Department in a whirlwind, taking a week's vacation in Nassau, and then returning to her new job in Traffic Engineering. Mrs. SARA WATTS replaces Brenda. Congratulations to the BUDDY CAGLES who became the proud parents of a son April 23rd; and to the BEN BROWNS upon the arrival of their little son, June 28th. Back from a six-months stay in the Army are FRED BARKLEY and ALVIE PATTERSON. Co-workers are glad to see LUCILLE JONES back at work after a recent hospitalization.

W. H. WEBB, JR., M. E. WHITE and JOHN HOLMES attended the American Right of Way Association Seminar in Boston, Mass. during the week of May 21-26th. Congratulations to JOE McSWAIN who was married to Burgess Murphy July 10th in Chapel Hill. New faces in the Department are BECKY JONES, RICHARD B. CONELY, BOB COON and HAROLD BYNUM.

Vacationists abound in Right of Way! JOHN HOLMES took his family to Kure Beach for a week. PAT BRYANT and children vacationed at Buckroe Beach in Virginia. W. D. MOON and family went to Nags Head and Williamsburg, Virginia. JUDY BISHOP and family spent a nice week vacationing at Janeiro on the Neuse River. WARNER POWELL took a week off, stayed home and reports are he probably spent most of the week on the golf course. Virginia Beach was

a lot of fun for PAT WILKIE and BETTY RADFORD the first week in August. W. J. MURRAY and family went on a fishing expedition to Kure Beach and found out that was the week the fish weren't biting.

KATHERINE FORREST and family spent a relaxing week at the beach on Pamlico River. EVELYN PARTIN and her family toured Tennessee, South Carolina and Georgia. LIB TALTON enjoyed a nice week at Carolina Beach. The JOHN HONBARRIERS had a nice long visit in Dobson with his in-laws. The BRANTLEY MURRAYS went to Kure Beach, fishing, of course. BOB MCCOY and family spent a week at Kure Beach. CHARLES TIMBERLAKE took his family to New York and also toured the New England states. Holden's Beach was the scene of ELEANOR TAYLOR and family's vacation. Members of Right of Way and their families had a nice cook-out at Pullen Park in June. Reports are the hot dogs were just great. For the employees who couldn't afford to go out of town July 4th, a swinging party was held at BETTY RADFORD'S place. Everybody is still raving about how great it was!

ROADWAY DESIGN — Our deepest sympathy to RONALD DAVIS in the recent death of his brother, and to BOB BROWN whose father passed away July 25th.

Roadway welcomes the following new employees: TERESA D. COLEMAN, EZRA H. RASNAKE, MARY JANE EGBERT, WILBUR BERNHOUSE, CARL RAY BANKS, KENNETH FUNDERBURK, ARTHUR CLYDE BRANNAN, III, PHILLIP LESNIAK, ARCHIE F. CARTER, RONALD DAVENPORT, WILTON R. DRAKE, JR., DAVID G. HALL, WILLIAM H. LEAVELL, BRUCE R. PARK, HENRY B. SHORE, MARTHA H. USRY, JUDY KAYE YOUNGBLOOD and GARY F. JESSUP.

Congratulations to the DAN McPHERSONS on the birth of their first child, a girl, Christine Marie, who arrived in June, and to Mr. and Mrs. RAMEY F. KEMP on the birth of a boy, Michael Lyle, born in May.

Recent vacationists in the Department were: Mr. and Mrs. MANUEL RODRIGUEZ, three weeks in Miami, Florida visiting relatives and friends; Mr. and Mrs. SAM BROWN, a flying trip to Washington, D. C. to spend a week with their two sons; the CHARLES BARNDT family,

two weeks in Chicago visiting relatives and attending his younger brother's wedding; Mr. and Mrs. GERALD SMITHERMAN, two weeks with relatives in Jemison, Alabama; Mr. and Mrs. HAROLD PLUMMER, several days in Ohio; Mr. and Mrs. BILLY VEAZEY and family, several days in Clanton and Montgomery, Alabama; Mr. and Mrs. TONY HAMERKA, a week in Tuscaloosa, Alabama and the FRANK PACES, a week in South Carolina.

ALLEN ATKINS spent two weeks at summer camp at Sandia Base, New Mexico, attending the Army Reserve Officers Career Course. Friends are wondering if that new sparkling diamond is the reason SARAH BROWN has suddenly become left-handed.

BRIDGE — New permanent employees in the drafting room are JANE McCOTTER, SUE ROYAL and JUDY BLEVINS. Jane, whose husband is a student at State University, is from Elizabeth City. Sue lives with her parents in Benson and commutes each day. July lives in Fuquay-Varina and also commutes daily. Her husband, Roger, is an employee for the City of Raleigh. It's nice to have JERRY TWIGGS in the drafting room as a new trainee.

C. B. PATTON, JR. transferred August 5th from Bridge Design to replace MAX COLLINS, JR. as Area Bridge Construction Engineer in Divisions One and Four. Collins transferred to Bridge Maintenance where he will replace K. R. SCOTT, Assistant State Bridge Maintenance Engineer, who retires September 1st. GERALD WHITE assumed Patton's position in the drafting room as squad leader.

The BILL ROGERS family spent a restful vacation in the mountains at Whittier. CHARLIE KING and his family also vacationed in the mountains. While visiting at Boone, they enjoyed the ever popular surrounding attractions: Horn in the West, Tweetsie Railroad, Grandfather's Mt., and the swinging bridge. After leaving Boone, they toured the Parkway, visiting Blowing Rock and Linville Falls. KEN CREECH reports his little daughter, Mary Yvonne, was so impressed with "Tweetsie" that she is still playing "Indians" and the novelty railroad is her favorite topic of conversation.

The GERALD WHITES and the JOHN SMITHS had fun at the races in Daytona Beach, Florida. ANNIE RUTH and Howard SUGG met



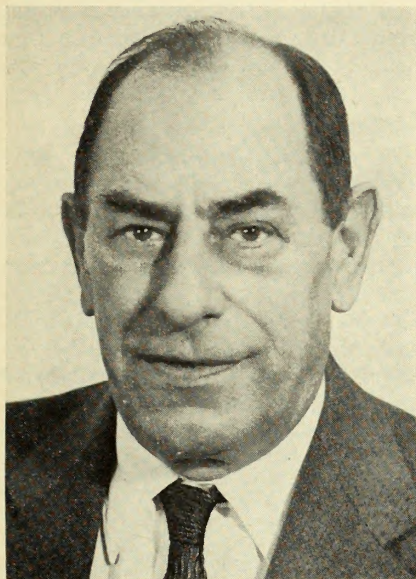
Meet Pfc. Buddy Brown, son of Mr. and Mrs. E. E. Brown of Raleigh, who is stationed in Germany with the U. S. Infantry. Buddy received his eight-weeks basic training at Fort Bragg. His father is Mechanic Foreman in the Engine Rebuilding Department of the Equipment Depot.

with ten other couples for a recent weekend of fun at the St. John's Inn, Myrtle Beach. All members of a dance club, the trip was their "first" together. Since it was such a success, the group is busy planning a "next".

J. L. NORRIS and wife, Jessie Ruth, spent several days at Pawley's Island visiting friends. They reported a wonderful time and delicious food.

GEORGE HOLDSWORTH and his wife, accompanied by his wife's family, drove up to Expo '67 in Canada. On the way, they camped at Lake Welch, New York, a state park about 40 miles north of New York City. They spent two days at Expo '67 and saw about one-third of it, enjoying the theme pavilions most of all. These pavilions portrayed and demonstrated the overall theme of Expo '67, "Man and His World."

RETIRED BRIDGE ENGINEER DIES



The Late W. S. Wilson

The many friends and associates of Mr. W. S. Winslow were saddened by his untimely death on June 24, 1967. He had retired as Assistant Chief Engineer-Bridges in July 1963.

Mr. Winslow was born in Waldoboro, Maine, on May 31, 1898. He was educated in the Waldoboro public schools and the University of Maine, where he graduated with honors in 1919 with a B.S. degree in Civil Engineering.

A World War I veteran, Mr. Winslow was a member of the Raleigh Engineers Club, the North Carolina Highway Research Board and TAU BETA PI, the national honorary engineering club.

Mr. Winslow came to the North Carolina State Highway Commission in April 1923. In September 1924 he became the State's first Hydrographic Engineer, a position he held until appointed to the Assistant Chief position in November, 1960.

Mr. Winslow's untiring devotion to his work has left many footprints in the sands of time of North Carolina's Highway Network. He will be long remembered and always admired.

He is survived by his wife, Mrs. Edith R. Winslow, two daughters, Mrs. Edith Bourne; Mrs. Ann Brock and one son, Dr. Paul Winslow, and four grandchildren.

Welcome back to ROLAND NOBLIN, Area Bridge Construction Engineer, who was out for several weeks with a broken arm and shoulder, resulting from a fall. Roland cautions everyone to beware of low-strung property line markers that sometimes go unnoticed.

Star catcher WORTH BAILEY of the Bayleaf Community Softball Team says he really enjoys the weekly game on Saturday, but there is a rumor going around that it takes him all week to get over the Saturday game to get in condition for the next, and Monday is especially bad. Fellow employees wonder how BUDDY WIGGINS likes flying since he acquired a new Thunderbird.

BRIDGE MAINTENANCE — Congratulations to Mr. and Mrs. BILL FREEMAN on the birth of their little daughter, Bethany Jo, June 27th. Mrs. Freeman is an employee in Bridge Maintenance. The RONNIE JOHNSONS report a wonderful weeks' vacation in Gatlinburg, Tennessee.

MAINTENANCE — Our heartfelt sympathy to Department Head GEORGE BRINKLEY, whose father, John Gilbert Brinkley, passed away in Wilmington July 17th. Funeral services were held at the Masonboro Baptist Church in Wilmington July 19th, and several Highway employees attended.

Welcome to J. I. LYNCH, JR., former District Engineer at Goldsboro, who recently transferred to Maintenance as Area Maintenance Engineer for Divisions 1, 2, 3, 4 and 6. Lynch replaces DON OVERMAN, now Assistant Division Engineer at Wilson.

Good luck to RAYMOND CATHLEY, personable staff engineer in State Maintenance Engineer's Office, who resigned to accept a position with Henningson, Durham & Richardson, Consulting Engineers in Charlotte.

Department Head G. BRINKLEY attended the Highway Research Board Maintenance Personnel Committee Meeting in San Francisco, California August 17-21st. Mr. Brinkley is Chairman of the Highway Research Board's M-3 Maintenance Personnel Committee.

PURCHASING — New York City was an exciting trip for BETTY PEARCE recently where she saw the play, "Hello Dolly", and enjoyed sightseeing.



Charming little Jenny Elizabeth Cato is contemplating blowing the candle out on her very first birthday cake, while mother Sandy watches. Jenny Elizabeth's daddy, Chuck, is in the Bridge Drafting Department.

SUE DAVIS reports a wonderful time visiting her sister in Philadelphia, Pa. RAOUL MAYNARD took his family to the Blue Ridge Mountains on a recent vacation. Raoul reports a grand time, especially viewing the "Go Go" girls at "Tweetsie".

PERSONNEL — Several employees of the Personnel Department have enjoyed vacations during the past two months. CAROLYN WALLACE had a wonderful time in Wilkes Barre, Pennsylvania and Ocean Grove, New Jersey, where she visited with friends for a week. JOYCE CLARK saw red spots on her vacation. It seems that her children decided this was the time for the measles. CLOYCE ALFORD and his family journeyed down to Crescent Beach S. C. for the week of July 23-30th. Cloyce returned sporting a nice suntan and reports everyone had a ball. While in the area, they visited Myrtle Beach and Brookgreen Gardens. Cloyce, to the delight of the people on the beach, wore his topless bathing suit every day.

TED AUSTIN, traveled to Cherry Grove Beach for a nice week's vacation and relaxation necessary to recover from battle fatigue, resulting from two-weeks active duty in Columbus, Indiana with the National Guard.

Several members of Personnel attended the Unit Association meetings held in various parts of the State. The purpose of these meetings is to present the thirty-five year, forty year and retirement awards.



Double vision? No, but almost! Robyn and Rhonda Radford are the vivacious, four-year-old identical twin daughters of Mr. and Mrs. W. E. Radford of Louisburg. Robyn and Rhonda are real proud of "big sister" Betty, who is a stenographer in Right of Way.

PATSY PEARCE celebrated her third wedding anniversary July 10th. Department Head RAYNOR WOODARD was honored on his birthday with a delicious cake and luncheon at Balentines.

PHOTOGRAMMETRY — Congratulations to DAN BEARD of the Field Party who was married in June and is now living in Lexington; and to W. D. CUTHRELL of the Field Party who was also married in June and now lives in Asheboro.

Deep sea fishermen from Photogrammetry in July were: JIM BALLEY, TOM FAHNESTOCK, VAL TRASK, FRANCIS LEDFORD and EARL GARRETT. No report was made on the number and size fish caught!

LEONARD ROMSKA took his family to Detroit Michigan for a vacation with family and friends. The JACK MATTHEWS enjoyed a week of fishing and fun at Kure Beach. MARLENE CAULBERG and family spent a week's vacation at the Outer Banks and Myrtle Beach, S. C. TOM THROWER took his wife to Florida for a week. The JOHN McDONALDS spent a long weekend in the North Carolina mountains.

New York City and lots of sight-seeing was fun for a week for JOYCE POYTHRESS and her husband. CONNIE WEBSTER and family spent a week touring Virginia, West Virginia, Pennsylvania, Ohio and Maryland in July. Connie has just received his private Pilot's license and is working on his com-

mercial license. Artist ELISE SPEIGHTS had a delightful week's vacation at Oriental attending the Annual Painting Class, and extra-curricular activities included sailing on beautiful Pamlico Sound.

Friends are glad to know that PETE EDWARDS' wife is recuperating nicely at home after undergoing surgery at Rex Hospital. Welcome to PAM HOLTHOUSE of the Stereo Section. Pam is from Mooresville and recently graduated from UNC-G, Greensboro, majoring in math.

BRUCE CLARKSON and VAL TRASK, JR. attended a special school for patrol leaders at Camp Durrant for one week. They are members of Scout Troop 345. FRED ROSENDAHL of the Engineering Section is Scoutmaster and Chester Grey and Val Trask are committeemen.

PLANNING & RESEARCH — Mr. and Mrs. LeROY V. JAY of 122 South Dixie Trail attended the recent Law School Commencement Exercises at the University of North Carolina at Chapel Hill where their son-in-law, Dwight H. Wheless, received the degree of Doctor of Jurisprudence. Mr. Wheless introduced Earl F. Morris, President-Elect of the American Bar Association, who gave the graduation address.

Mr. Wheless was president of the Student Bar Association and was honored in April at the Holiday Inn in Durham with one of the American Law Student Association's highest awards, the Silver Key, for outstanding service to the Association. Only fourteen such awards were given in the United States this year. In addition, Mr. Wheless has laid the foundation for a special observance to be held at the Law School in the fall, which will be attended by members of the United States Supreme Court.

Mr. Wheless is married to the former Lou Jay of Raleigh and they have a three-year-old son, Jay.

MATERIALS & TESTS — The Physical Testing Lab of the Department has had several employees on the sick list recently. FRED WALLER was hospitalized recently at Rex; BOBBY BAKER is now back on the job after several days in the hospital; a bad case of mumps kept MARSHALL MATTHEWS at home for a week; and WILEY STEPHENSON was on crutches for several

weeks as the result of breaking a bone in his left foot. We sincerely hope that by now all have recuperated and are feeling fine.

JARVIS DUKE became a proud grandfather July 19th, when a fine 8 lb. 10 oz. boy was born to his son and daughter-in-law, Mr. and Mrs. Stanley Duke of Cary.

J. E. THOMPSON and Mrs. Thompson spent several days visiting their son, Robin, and his family in St. Albans, Vermont. Expo '67 climaxed a New England-Canada vacation enjoyed by C. E. MITCHELL and his family. W. T. THOMPSON and his wife also traveled through the New England states and parts of Canada to the Expo '67 Fair and had a wonderful trip.

In the recent Soap Box Derby held in Raleigh, Frankie Waller, son of F. E. and Mrs. WALLER, won a trophy for having the best constructed racer in the Derby; Gary Hicks, grandson of DALE EASTERBROOKS, was awarded a trophy for having the best brake. Congratulations to both boys, and best wishes for even greater success next year.

Mrs. ALMA CONE has become quite a baseball fan since her son, Johnny Cone, Jr., is playing Little League ball on the Leon Byrum team. Last summer, at age nine, he played shortstop, made one error, and had a fair batting average. This summer he has pitched the team to several victories. The following employees enjoyed short vacations recently: LUCILLE CRAWFORD, ALMA CONE, F. T. WAGNER and M. D. BARBOUR.

TRAFFIC ENGINEERING — RUTH PARKERSON, who had been in charge of the stenographic work of the Department since it was established in 1945 retired July 1st of this year. Ruth's many friends will miss her and hope for her a happy retirement in New Bern, where she is making her home with a sister and brother. MARY HINES has assumed Ruth's duties in the Department.

Several new faces have been added to the TED staff. KENNETH MILLAM, former trainee, is an assistant design engineer in the Design Section. Formerly of Burlington, Ken and wife Lynda, have a four-month-old daughter Cynthia Lynn. CHARLES O. WOODALL has also joined Design as an engineering technician. He attended Campbell College for

three semesters and was a student at W. W. Holding Technical Institute for a year. BRENDA PRICE is a new stenographer, transferring from Right of Way. RONNIE WEBBER, a native of Farmville, is an engineering technician in the Signing Section. His wife, Brenda, is a graduate of East Carolina College and presently is studying at Rex Hospital to be a medical technician. Ronnie will attend classes at W. W. Holding Technical Institute this fall. EARLEEN MEDLIN, formerly temporary, recently filled a vacancy among the clerical staff.

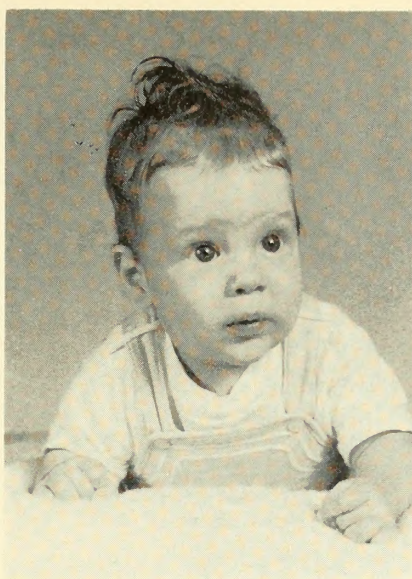
Temporary employees include EVANGELOS THEODOROPoulos, a native of Greece and civil engineering student at N. C. State University, who is working with the Signing Section this summer. Summer employee R. G. (Pete) HOFFMAN is working with the Signal Section and plans to enter NCSU this fall.

A group of ACE workers are helping out in Special Studies this summer, earning money to continue their education. The employees and schools they plan to attend this fall are: MYRNA DWORSKY, Campbell College; JUDY POOLE, UNC-Chapel Hill; PATRICIA TURNER, Bennett College; JOHN SHAW, and GERALD WOODS, UNC - Chapel Hill.

PETE DEEVER and family spent a week at Atlantic Beach the first week in August. CHARLIE SES-SOMS and family vacationed at Atlantic Beach for a few days the last of July. EMILY BLOUNT and her mother, Mrs. Clayton Brown, spent a few days at Wrightsville Beach. SARAH WHITE and husband, Lynn, attended the annual Scottish Games and "gathering of the clans" at Grandfather Mountain as part of their vacation schedule.

The JAY OWENS visited relatives in Florida over the Fourth of July holidays. Some of the fishermen in the department have been trying their luck in the vicinity of Atlantic Beach. CHRIS STAFFORD and ED BUTLER went to Emerald Isle for a few days, and a trip to Harker's Island was taken by TERRY HARRIS, JIM BRYAN, TOMMY KNOX and DON DuPREE.

CHAIRMAN'S OFFICE — Highway friends miss Mrs. HELEN



What's up Dad? I didn't know you were going to take my picture," says surprised little Brian Heath Smitherman. Five-months old Brian is the son of Gerald and Wanda Smitherman, and dad works in Roadway Design.

SMITH, Secretary to Chairman Hunt, who has been ill for several weeks, after an operation in Wake Memorial Hospital. At this writing, Helen is reported to be recuperating nicely at home and plans to return to work about the middle of August. Mrs. MARGARET SEAGROVES has been helping out in the Chairman's Office while Helen has been sick.

Miss LINDA LUNDY and her fiancé, Bob Hawkins, were injured in an automobile accident in July when the car they were driving ran into a speeding train. Linda's fiancé was hospitalized for two weeks with serious injuries, but Linda was able to return to work with minor injuries. At this writing, Linda and Bob still plan to get married on the date set — August 27th.

PUBLIC RELATIONS — Public Relations Officer KEITH HUNDELEY took his wife, Shirley, and little daughters, Vickie and Leith, way out west to Waco, Texas for a two-weeks vacation during August.

JEWEL and Jim ADCOCK enjoyed a week's vacation the last of July at Bayside Shores, Little Washington, and Myrtle Beach, S. C.

JANIE WILLIAMS and her family had a delightful time at Myrtle Beach for several days in July.

FRANCES NEWHOUSE and her family went on a camping trip the week of July 4th. From all reports of the congested conditions and mosquito bites, Frances wants to know if anyone is interested in a good Cox Camper.



Proving that the big ones don't always get away, Mrs. Mildred Tippet proudly displays the 25 lb. dolphin she caught aboard the King Fisher while fishing at Morehead City. Mildred is in the Key Punch Section of Finance.

For their many highway friends who might like to write or visit them sometime, retired Highway Commission Secretary, Miss Ina Ferrell, and her sister, Mrs. Ethel Ferrell MacNeill, have left their residence in Raleigh and are now making their home at Hayes Baptist Home in Winston-Salem.

Miss Ferrell was the Highway Commission's first Commission Secretary and was greatly respected as a loyal, dedicated member of the staff. She served the Commission efficiently and diligently for many years before her retirement several years ago.

DAYLIGHT SAVING TIME?

By JEWEL ADCOCK

What am I saving — it couldn't be time

And I look at the clock as it strikes nine

Just three hours til it's time for bed
But it's only eight o'clock or I've lost my head!

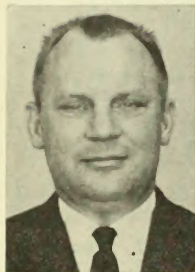
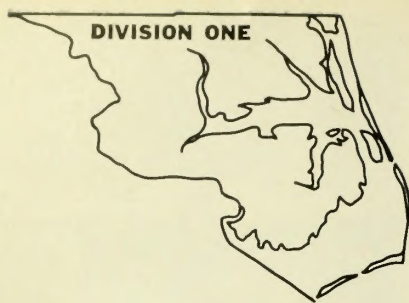
It's still light outside, and you can't fool the chickens

They, too, must hate it like the very dickens.

The clock strikes twelve and I jump in bed

It seems the alarm goes off soon as I cover my head

Time to get up at the crack of dawn
DST is for the birds I mutter with a groan!



M. G. Carawan
Division Correspondent

Condolences go to Mr. R. C. SPEIGHT, Road Oil Supervisor, on the loss of his brother.

Summer employees in District 2 who are helping out with the overabundance of work

are as follows: RODNEY BOULDIN, BOBBY TAYLOE, RONALD DUNNING, CENE BURKETT, DOUGLAS PEELE, STEPHEN WOOD, HARVEY RUMFELT, HAROLD MCCOY, BERNARD ROBERTSON, DONALD RAY POPE, DONALD RAY HARRELL, FRED SAMS, and DAVID COOLEY.

Get well wishes are extended to FRANK DANIELS, Machine Operator III, and JOHN A. STRICKLAND, Machine Operator I.

Mrs. J. H. WILLOUGHBY, Stenographer in Construction Department, recently enjoyed attending a Junior Woman's Club meeting in Elizabeth City.

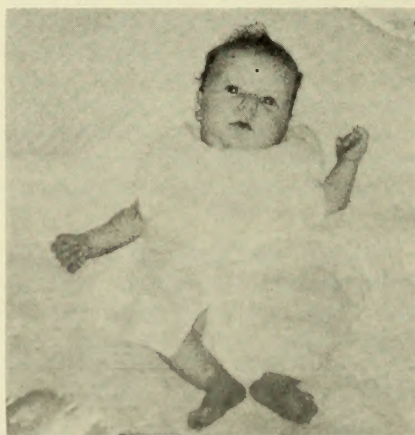
Numerous employees in District 2 that were recent visitors at various locations are as follows: CLIFFORD RAY ASKEW, Clerk II, and wife—Nags Head; J. O. SELLARS, Right-of-Way Agent, wife, and family—Winston-Salem; GLENN CARAWAN, Staff Engineer, wife, and girls—Atlantic Beach; R. E. MILLER, Landscape Supervisor, and wife—Florida and Baltimore; MARK LAWRENCE, Construction Department, and LUCY LAWRENCE, Stenographer in Right-of-Way—guests of their son and family in Fuquay-Varina; NEDRA HOLLOMAN, Stenographer—Nags Head and Newport News; NED BIVENS, Traffic Engineer, wife, and boys—guests of their parents in Kannapolis; L. L. RAWLS, Assistant District Engineer, wife, and family—Lake Gas-

ton; Mrs. JIM WHITE, Stenographer, Mr. White, and family—guests of Mr. White's parents in Statesville; C. B. MUMFORD, JR., Maintenance Foreman IV, and wife and daughter—Brunswick, Georgia and Jekyll Island; J. B. GARRIS, Laboratory Technician II, wife, and family—Myrtle Beach, S. C.; GENE ALLSBROOK, Road Oil Department, wife, and son—Atlantic Beach; EUGENE LINDSAY, Sign Supervisor, and wife—Outer Banks.

Mr. and Mrs. BILLY BRIDGERS and family are vacationing in Wiesbaden, Germany. This is Mrs. Bridgers first return to her home in ten years. Mr. Bridgers is with the Construction Department.

Following are employees in District 1 who have returned from their vacations at the locations mentioned: L. H. BUNCH of Gatesville—Expo 67; R. C. BUNCH and family—New England States; DOT GARD—Ardmore, Pa.; L. F. REEDER and family—guests of Mr. Reeder's parents in Dade City, Fla.; CARSON SPIVEY and family—Nags Head; ALVIN HALL, Elizabeth City Construction Office—camped with his family at Hanging Rock; DONNIE WOOD and wife—traveled in western part of North Carolina.

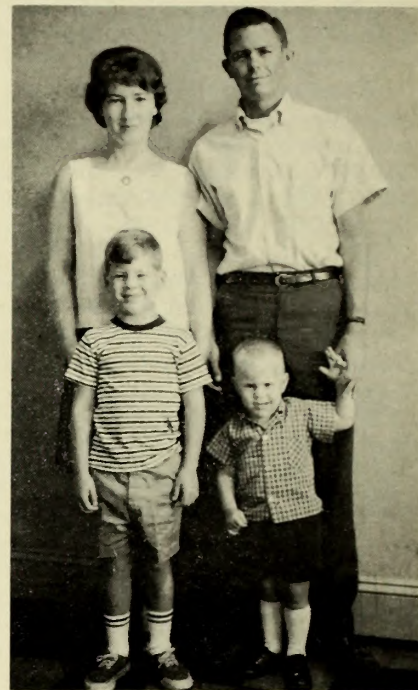
Sympathy is extended to the family of J. W. PROVO who died July 12th. Mr. Provo lived in Elizabeth City and was employed with the Commission for 37 years, during which time he served as Section Foreman in Pasquotank.



Pictured above is Carrie Lynn Twine at six weeks of age. She is the first child of her proud parents, Mr. and Mrs. Roger Twine of Route 1, Belvidere. Mr. Twine is a truck driver in District One.

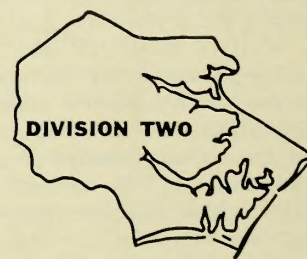
WILLIE E. LOWE, Bridge Tender on the Camden Bridge, is confined to Albemarle Hospital.

Mrs. P. L. JACKSON, wife of Supervisor Jackson, is a patient in the Norfolk General Hospital.



Mr. and Mrs. Ned Bivens and children, Timothy Ray, age 5½, and Jeffrey Scott, age 2.

Mr. Bivens is Division Traffic Engineer and the family reside at Route 1, Aulander. Their previous home was in Cary prior to coming to Division One the first of this year.



Hazel Baker
Division Correspondent

Mr. GEORGE ASHLEY PHILLIPS, from New Bern Maintenance, a Bridge Tender since 1951, retired as of June 30th. Mr. Phillips served the "Neuse" and "Trent" bridges in a fine way for some 16 years. Mr. C. W. YOHNS, Engineer I in



Mrs. William Curtis Rogers, the former Brenda Sue Denby, daughter of Mr. and Mrs. O. S. Denby of Chocowinity. Sgt. Rogers is in the Air Force and is stationed at Langley Air Force Base, Virginia where the couple will make their home. Mr. Denby is District Mechanic Foreman at Washington.

Construction in Mr. J. B. JENETTE'S office, and his family enjoyed a two weeks vacation trip to Florida in June. They were guests of Mr. Yohn's parents in Lakeland and toured many Florida attractions while on their trip.

JIMMY SHUFFLER, Temporary Engr. Aide in Construction, was married to Miss Lynn Watson, also of New Bern, on July 22nd at the First Baptist Church in New Bern. Congratulations to Jimmy and Lynn. Jimmy is a Senior at ECC in Greenville and also plays on the first-string football team of ECC. He and his bride will reside in the Methodist Student Center in Greenville for the next year and assume the duties of counselors to students who visit the Student Center.

Mrs. HELEN T. BRILEY assumed the duties of Stenographer I in

the office of Mr. C. Y. GRIFFIN, District Engineer, in New Bern on June 26th. Mrs. Briley replaces Mrs. MELVA H. PRIDGEN who did an excellent job during the four years she served as Steno in District 2. Mrs. Pridgen resigned in order to become a full time housewife and spend more time with her "almost" year old son.

JOHN BANKS (Right of Way Department) and family are vacationing in Oklahoma.

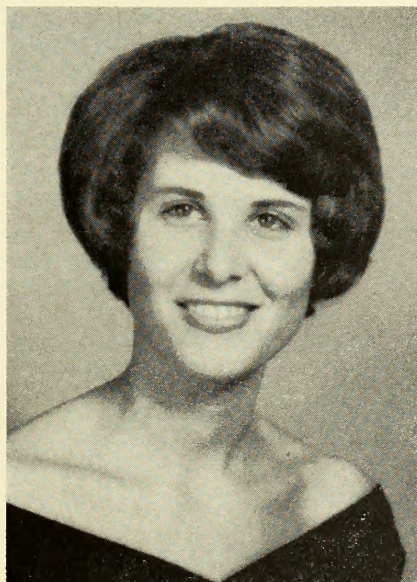
Best wishes to JANET ANDREWS, secretary in the Appraisal Department, who is leaving August 4th to become a full-time housewife.

Mr. WILLIE CLEMENTS of the Road Oil Department is a patient in the Wilson Sanatorium. Best wishes for a speedy recovery.

ROBERT DUKE JENKINS, Engr. Tech. II left July 21st to go back to school at VPI. We wish for he and Sarah the best of luck. We will miss them greatly.

Out on Sick Leave: W. M. EDMUNDSON, hope he is feeling better and will be back to work soon.

Vacation Recently: L. E. DAWSON, vacationed a week with his



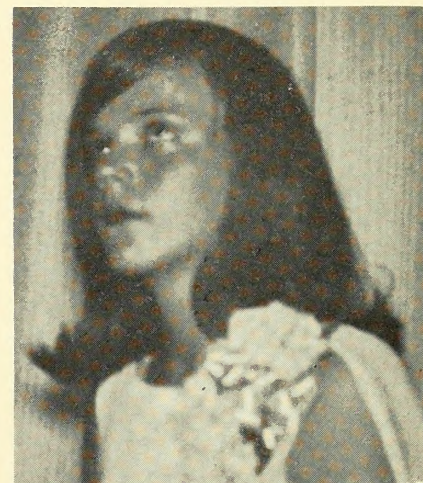
Above is the lovely Virginia A. Craft, a June graduate of Rose High School in Greenville, who has been selected to attend the Academic Center for Latin American Studies June 19-29th at East Carolina College. Virginia is the daughter of Mr. and Mrs. Richard L. Craft of Greenville. Mr. Craft is the carpenter for the 2nd Division. Congratulations, Virginia.

sister and family at Gaston, Alabama. He reported a wonderful time "Down South".

C. I. LUCAS, vacationed in Pennsylvania.

EARL DANIELS reports he enjoyed his vacation.

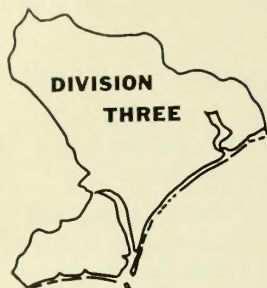
MARK WORTHINGTON reports that he vacationed in Florida. These highway people do get around.



Miss Diane Briley, daughter of Mrs. Mae Briley of the Appraisal Section, poses just before a prom. Diane is a sophomore at Rose High School.



Congratulations to Mr. and Mrs. Vernon E. Carawan on their marriage June 11th in the Salem Methodist Church at Simpson. After honeymooning in Williamsburg, Va. they are making their home near Greenville. Vernon is employed in the Traffic Services Department for the summer. Both Vernon and wife, Glenda, are students at Lenoir County Community College and will return to school in September.



Irene Hewitt
Division Correspondent

Vacation time is here again and we have a few to report. MARIE FERRELL, secretary at the Dist. 1 office at Burgaw, and family went camping recently in the mountains, making their headquarters at Holly Cove Camp Ground near Sylva. After visiting Fontana Dam and other scenic spots, the highlight of their trip was mining for rubies and sapphires. Since this was their first experience in mining, they were quite exciting about their valuable "finds".

RUBY CAMPBELL, secretary in the Right-of-Way, recently went camping with her family to Myrtle Beach, S. C. BOBBY POWELL, District 1 Engineer of Burgaw, recently took his wife and boys camping to Asheville and nearby places. PAUL J. DuPRE, our Div. Engr., has just returned from a vacation. He and his family visited his wife's relatives in Boone.

Yours truly and family vacationed with a trip to the mountains of North Carolina and Virginia, the Shenandoah Valley, Natural Bridge and Williamsburg, Virginia.

ROSE DUNCAN, secretary in Div. Office, has just got moved in her lovely new home. We know she's going to enjoy it very much.

Continuing on the vacation list is STANLEY HORRELL, Auto Parts Clerk II, in the Equipment Dept. He reports a nice vacation to the mountains, visiting Asheville, Maggie Valley, Cherokee Reservation and taking the Blue Ridge Parkway from Asheville to Blowing Rock. While at Maggie Valley, he visited Ghost Town and at Cherokee, he saw the pageant, "Unto These Hills".

We are glad to have JAMES O. MURPHY back in our division again. He is a trainee and was with us sometime back in the Construction Dept. and is now with us serving in Dist. 1. Maintenance. This is his last trainee assignment before being assigned to something permanent.

Congratulations to ALBERT GRIMMER, of Dist. 1 Maint. Office, and wife on birth of their first child, David Clark Grimmer on July 7th. Also congrats to CHINNIS S. McCOY of Construction on birth of his second child, a boy.

Congratulations to FLOYD J. BASS, our Asst. Div. Engr., who has gained a son-in-law. Daughter Mary Frances was married in a lovely wedding on July 1st in Elizabethtown.

We had quite a few employees to retire on July 1st. They are as listed: WALDO E. HEWETT, Bridge Tender, Dist. 1; M. M. KING, M. F. IV, Dist. 1. Mr. King is sick and we hope he'll be feeling better soon. LEE MACK TAYLOR, Bridge Tender, Dist 1; HAROLD J. BUTTERFIELD, M. Y. F., Dist. 1; ARTHUR L. ROCHELLE, M. O. I, Dist 1; G. A. SUTTON, M. F. II, Dist. 1; A. W. IVEY, M. O. III, Dist. 2. Mr. Ivey is also sick and we hope he'll soon feel better; H. L. ROBINSON, Cook I, Road Oil; CHARLES W. FINDEISEN, G. U. M., Traffic Services.

On the sick list is ARTHUR G. CADDELL, Bridge Tender in Dist. 1; also EDWARD E. SHEPARD, M. O. I of Landscape Dept. We wish them a speedy recovery. We welcome back from the sick list RODNEY L. CLAYTON, M. O. I of Road Oil and FRED J. MINTZ of Dist. 1.

MARVIN E. STARLING, JR. of Dist. 2 returned back to work recently after a tour of active duty with the N. C. National Guard.

We wish to extend our sympathy to the families of WOODROW R. SMITH and MILTON W. WAGSTAFF of Dist. 1. Mr. Smith died on June 14th and Mr. Wagstaff on June 4th. It was also a great loss to us.

We sure miss W. E. KENNEDY of Dist. 2 and RAYMOND F. JOHNSON and NATHAN W. JOHNSON of Road Oil who have resigned for other employment.



Brenda and Linda Tew, together with father, Elliott Tew, who is Maintenance Yard Foreman in Division Three, District Two.

Brenda, left, is a Junior at Campbell College and has better than a 'B' average. She is majoring in Elementary Education.

Linda, right, attended Southwood Junior College, Salemburg, last year. She will enter Wilson Memorial Hospital in August to begin nursing training. Linda was on the honor roll at Southwood College.

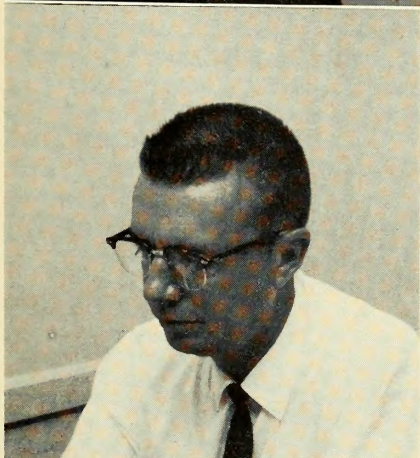
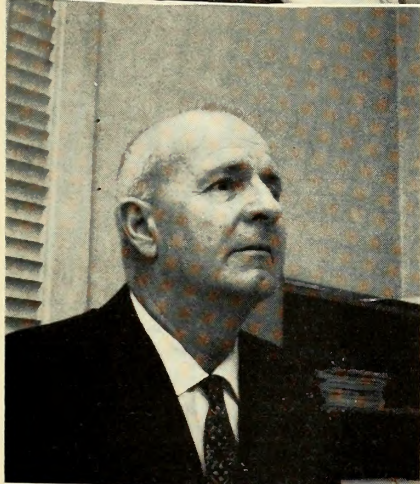


Margaret Barefoot
Division Correspondent

Things have really been buzzing in Division Four this past month.

Our very best to Mr. E. P. KOONCE, retiring Division Engineer. May you and Mrs. Koonce have a long and happy life. By the way they have sold their home in Wilson and are moving to Jacksonville. We will all miss you.

Congratulations on promotions to: R. W. DAWSON, Division Engineer; D. T. OVERMAN, Assistant Division Engineer; J. I. LYNCH, JR., Area Maintenance Engineer; W. H. PRID-



Top to Bottom: Koonce, Dawson and Overman.

GEN, JR., District Engineer at Goldsboro and K. R. HILL, Traffic Services Supervisor.

Also congratulations to SHIRLEY HAYES (Road Oil Clerk) on her promotion to Stenographer in Division Office and to Miss ROSE FELTON, Clerk in Road Oil Department.

SHIRLEY HAYES has just returned from a glorious week in the sun at Atlantic Beach. She has a beautiful tan to show for it.

Celebrating birthdays in July were: ROY ARMSTRONG, JACK CRICKMORE, JIMMIE CULLOM, JR., ANN GRIFFIS, LINDBERGH

HARLOW, JESSE JACOBS, BEN MAYO, JOHN PITT, O. C. ROBERTSON, EDWARD SWEAT, JAMES WARD and JOSH WEBB.

Get well wishes to EDWARD SWEAT, who is recuperating at his home in Weldon following hospitalization in Roanoke Rapids.

LINDBERGH HARLOW is the proud possessor of a camper unit which he and his son, John Richard, designed, constructed, and fitted to his new pickup truck body. The Harlow family has already enjoyed using it for several overnight trips to the coast.

Sincere sympathy is extended to the family of CLYDE WALDEN LITTLE who died recently. Mr. Little was a former Machine Operator in Halifax County until his retirement in 1962. His brother, William, is a Truck Driver for Halifax County Maintenance and another brother, Lloyd, was a Truck Driver here until his retirement in 1964.

Vacations: Mr. J. W. EVANS, M. F. IV, Wayne County, recently spent a week visiting his son in the N. C. Mountains and upon his return to Eastern Carolina spent some time fishing at Southport. We hear he had real good luck bringing in the fish.

Sick: Best wishes for quick recovery to DANIEL TAYLOR, who is in Wayne Memorial Hospital.

Sympathy is extended to Mr. WILLIAM HENRY WIGGINS in the recent loss of a brother, James M. Wiggins.

The Construction Department in District Three wishes to welcome Mr. HUGH MATTHEWS, Tech. II, who recently transferred to their Department from the Training program.

Mr. C. R. CHERRY retired on July 1st after 42 years service with State Highway Commission. Mr. Cherry began service with the State October 12, 1925. Congratulations to Cliff Cherry for his many years of faithful service.

M. W. MOORE, Resident Engineer at Nashville has three young men taking that big step into the married world within a three week span — July 28th—Mr. VAN CHAMBLEE, Engineering Technician I; August 6th—Mr. DONALD FLY, Engineering Aide and August 11th—Mr. H. N. COBB, Engineering Technician I. All three couples will make their homes in Rocky Mount.

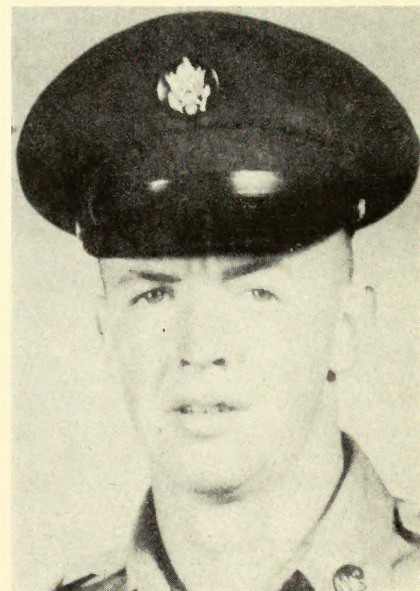
The stork visited two of our employees lately. Resident Engineer R. F. COLEMAN became a father for

the fourth time, a baby girl, on May 13th. Engineering Aide H. H. SKINNER became a father for the first time, a baby boy.

New Employees: RALPH N. HOLLOMAN, M. O. I, and L. E. STANLEY, M. O. I, welcomed by the Johnston County Maintenance forces.

D. M. ARNETTE and D. D. BEST, Truck Drivers, welcomed by Wayne County Maintenance forces.

Retirement: Best wishes are extended to PAUL MITCHELL, M. F. IV, Wayne County, retired August 1st due to disability.



AWARD FOR HEROISM

Sp. 4 Ronald Rhea, 20-year-old son of Mr. and Mrs. Mack White Rhea (Halifax County Maintenance Foreman) of Rt. 2, Roanoke Rapids, has been awarded the Bronze Star medal for heroism while serving in Viet Nam. Ronald arrived there in November of 1966 and has already received two Purple Hearts while overseas. The citation, presented while Sp. 4 Rhea was Private First Class, states that Rhea distinguished himself by heroic actions, fearlessly exposing himself to enemy fire as he laid down a heavy volume of suppressive fire for his squadron and remained exposed to enemy fire until every member of his squad was aboard an armored personnel carrier. Due to his personal courage and devotion to duty, all of his comrades were able to board the vehicle without sustaining any casualties. His actions are in keeping with the highest traditions of military service and reflect great credit upon himself, the 25th Infantry Division, and the United States Army.

DIVISION FIVE



Peggy Bright
Division Correspondent

SAM AVERETTE and Wife vacationed in West Virginia recently.

LEONARD CLAY and Wife vacationed in Ohio recently.

Other employees on vacation recently included

GLENWOOD BROGDEN, **GARLAND ELLINGTON** and **EARNEST OAKLEY**.

EARNEST C. ADCOCK purchased a new automobile recently.

WILLIAM GRADY was sick and hospitalized recently. He has improved and has returned to work.

Good luck to **H. B. (Buster) ROYSTER** who retired on disability recently after serving approximately 31 years with the Maintenance Department.

Employees receiving Service Awards recently included: **ROY BLACKWELL**—30 years; **E. B. DAVIS**, **G. L. ELLINGTON**, **W. A. ELLINGTON**, **H. E. HICKS**, **V. V. MORTON**, and **H. G. WHEELER**—20 years; **G. J. BROGDEN**—15 years; **C. P. WILSON**—10 years; **B. F. HILTON**, **L. E. OAKLEY** and **G. W. WOODY**—5 years; **GILES CRUTCHER** was awarded a plaque for 40 years service with the Commission. Crutcher, Mayor of Stovall, got his first job in his late teens.

SAM AVERETTE was on the sick list and was hospitalized recently.

W. F. THOMAS and **CLARENCE WILSON** were also on the sick list for a few days recently.

BRUCE HOCKADAY, **ALBERT MAY** and **PENDER WOODLIEF** were on vacation recently.

GEORGE BAILEY'S new hobby is bicycle riding. He rides bicycles when he is in the proper mood.

VENCEN MORTON'S new hobby is marble shooting.

WILLIAM REAMS is being advised and assisted by **GEORGE BAILEY** in the development of William's cattle ranch.

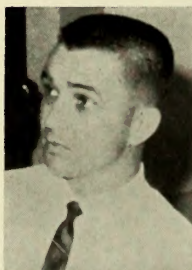
MRS. JAMES DAVENPORT HUNDLEY



Watts Street Baptist Church was the setting Saturday, June 17th for the wedding of Miss Linda Caroline Brame and Dr. James Davenport Hundley.

The bride is the daughter of Mr. and Mrs. James Ballard Brame. Mr. Brame is Commissioner for Division 5. The bridegroom is the son of Dr. and Mrs. Deane Hundley, Jr. of Wallace.

DIVISION SIX



W. S. King
Division Correspondent

Best wishes to Landscape Supervisor and Mrs. R. E. BLACKBURN, who were married July 21st at Concord Baptist Church near Stedman. Mr. and Mrs. Blackburn will make their home at 3206 Nato Road, Fayetteville.

ELIZABETH MELVIN, along with her husband, Getty; daughters, Kay and Ann; and niece, Julie McDonald of Jacksonville, spent a week-long vacation camping in the mountains of North Carolina and on into

Kentucky. "Lib" is Steno III in the Division Office.

BILLY DEES, Division Traffic Engineer, attended the U. S. Open Golf Tournament in New York, while on his vacation.

SWAIM KING, Office Manager, along with his brother Glen, of the Location Department, spent a recent Saturday deep-sea fishing at Little River, S. C.

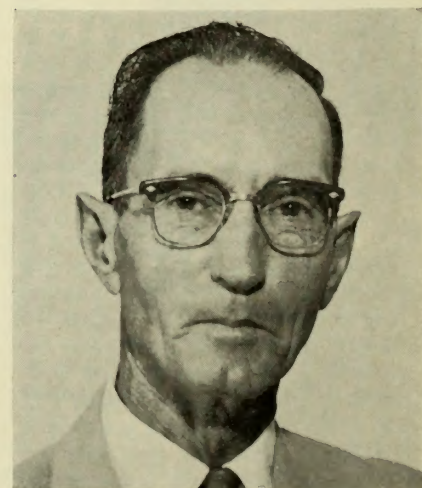
Get well wishes are extended to **CLARENCE SMITH** who is still out sick, also to Mrs. **JEEMAH BUDD** who is recovering at home after an extended illness.

Our sympathy is extended to **ORIS AUTRY** and **J. C. AUTRY**, employees in the Road Oil Dept., in the death of their father in June, also to **EVERY FAIRCLOTH** in the death of his brother in July.

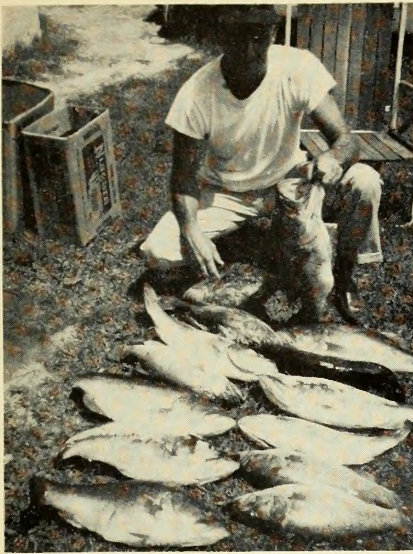
The Road Oil Chapter of the N.C. S.H.&P.E.A. held its annual meeting to elect new officers on June 23rd. Elected as officers were **S. P. RILEY**, Chairman; **W. L. WHITE**, Vice Chairman and **LEROY FAIRCLOTH**, Secretary-Treasurer.

The Unit Chapter held its annual meeting, at the Downtowner Motel on July 19th, and the following new officer were elected — **W. L. WHITE**, Chairman; **L. R. CAIN**, Vice Chairman and **STEAVE AMMONS**, Secretary-Treasurer.

Nice to see **N. B. SINGLETARY**, **A. J. JORDAN** and **S. H. SPELL** back on the job after recovering from injuries received on the job. They are employed in the Road Oil Dept.



We wish a long and happy retirement to **James L. Nance**, above, Maintenance Foreman II, who retired on June 30th. Mr. Nance is from Bladen County.



E. H. McClure, Maintenance Foreman II caught the above catch at Lake Moultrie at Cross, South Carolina. The bass averaged 6 lbs., and were caught from Chestnut's Fishing Camp.

Mr. J. R. ADAMS and family had a very good fishing trip to the Outer Banks. Mr. Adams is Maint. Foreman I in Harnett County.

Mr. C. L. HOUGH and wife made a trip to Maryland to visit their son. Mr. Hough is a Machine Operator III in Harnett County.

Mr. R. W. DARROCH and family spent the week of July 4th at their cottage at Carolina Beach. Mr. Darroch is a Truck Driver in Harnett County.

Mr. G. L. JOHNSON and family had a very nice trip to the mountains of North Carolina and Virginia. Mr. Johnson is Maint. Yard Foreman in Harnett County

We wish Mr. W. M. BETHUNE speedy recovery, and wish to see him back with us soon. Mr. Bethune is a Machine Operator III in Harnett County.

We all wish to express our deepest sympathy to Mrs. F. T. Gilbert in the loss of her mother. Mrs. Gilbert is the wife of F. T. GILBERT, Machine Operator in Harnett County.

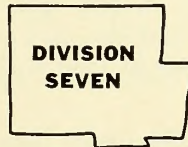
Maintenance Foreman IV and Mrs. H. K. AUTRY recently spent their vacation in Texas.

Best wishes to HORACE BRITT, WELTON COLLINS, and M. L. KINLAW who were transferred from the Road Oil Dept. to the Maint. Dept., also to D. E. BROWN, who was transferred from Road Oil to Construction.

We were glad to have Mr. D. W. WEAVER back at work after a short stay in Rex Hospital. Mr. Weaver is Maint. Foreman III in Harnett County.

Mr. S. D. TYNDALL, General Utility Man in Harnett County, had a very nice vacation with all of his children and grandchildren home with he and his wife.

Mr. R. L. SENTER and wife spent an enjoyable weekend at Myrtle Beach. Mr. Senter is Machine Operator II in Harnett County.



Carolyn Graves
Division Correspondent

Employees of Caswell County are proud of their new Maintenance Quarters which was formally dedicated on Friday, June 23, 1967.

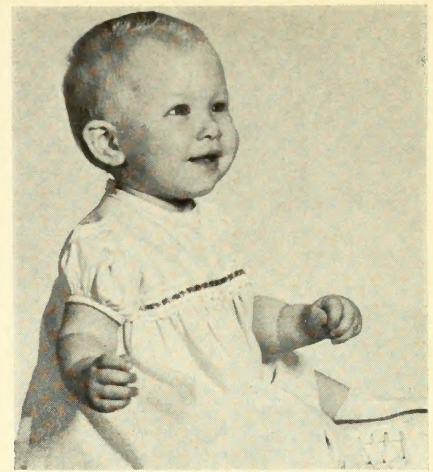
Sympathy extended to GEO. W. FAULK in the death of his mother, Mrs. Nettie B. Faulk in Sanford on June 16th, and to C. D. KIMES in the death of his father on July 5th.

Here's hoping Mr. J. E. MOORE will enjoy his retirement. He retired on July 1st, after 36 years of service with the State.

Mr. R. V. GRAHAM also retired on July 1st, after 38 years of service with the State.

Welcome to R. G. COMPTON, who joined us on July 3rd, as Highway Inspector and who is living at 2003 Fernwood Drive.

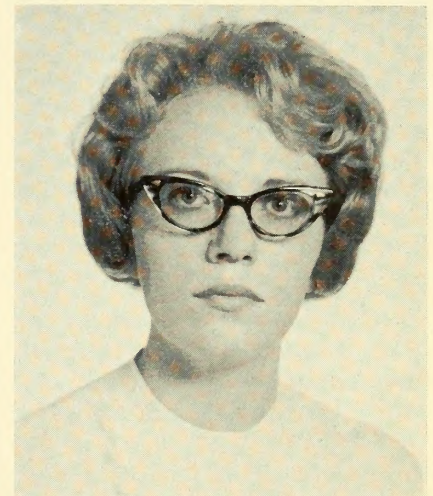
Employees enjoying vacations recently were — the R. D. GREENS,



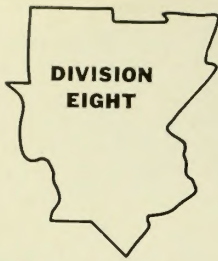
Introducing Julie Anne McPherson, one-year-old granddaughter of James G. Wood, Alamance County Maintenance Foreman. Her parents are Mr. and Mrs. Clyde McPherson.

OSCAR WILSONS, R. H. ROBINSOONS, J. A. ROACHES, W. R. KNIGHTS, L. W. SHARPES, J. C. MARTINS, T. J. STEPHENS, H. W. JOYCES, C. R. ROBERTS, HELEN PRINGLE, H. R. BOYETTES, W. W. WHITES and ARLENE RAY.

J. B. SNYDER and D. M. HAWKINS are back at work after extended illnesses.



Miss Sarah Allen, daughter of Mr. and Mrs. R. J. Allen, arrived June 28th, in Seoul, Korea, for a two years period in the Peace Corp. Sarah graduated from Southeast Guilford High School in 1963, and from UNC-G in June, 1967. She received her Peace Corp training at Peabody College in Nashville, Tenn., the summer of 1966. She will teach in a Korean High School.



Virginia Williamson
Division Correspondent

Congratulations to the BOB BRITTS on the birth of a baby boy on June 16th. Mr. Britt is a member of the Wagram Construction Party.

We regret that W. G. GARNER, Moore County Maintenance Department, is confined to bed at the McCain Sanatorium. We hope that his stay in bed will soon be over and Mr. Garner will be able to return to his work.

Among those vacationing have been: ROBERT SMITH, Assistant District Engineer, and family, to White Lake; the HENRY JORDANS to Wrightsville Beach; C. F. WILLIAMS, Maintenance Foreman II, Randolph County, and wife sightseeing in the mountains; ED WILLETTE, Machine Operator I, Randolph County, trying his luck at fishing; BILL ALLRED with the Sign Department, Asheboro, and family vacationing at Surf City Beach fishing, eating, and relaxing; FRED BALL, Sign Shop Foreman, Asheboro, and family sightseeing in the mountains; Mrs. WALTER DELONG, Secretary in the Division Office, vacationing with her family at Windy Hill Beach; GENTRY MORGAN, vacationing in New Orleans; Mr. and Mrs. ED DARDEN vacationing at the beach.

Welcome to W. R. CRAVEN, JR., who recently reported for work as Clerk II in the Asheboro District Office.

All of us in the Division Office are missing JOE ADAMS who for many years has been in the Road Oil Office here at the Division Office. Joe has assumed the duties of Road Oil Foreman, and we wish to congratulate him on this new position. Also,



Mrs. Joseph Donley Joyner was Miss Phyllis Anne Brown before her marriage on Sunday, July 16, 1967. The double-ring ceremony occurred in the First Baptist Church in Henderson.

She graduated from the University of North Carolina at Greensboro with a B.S. degree. For the last two years she has been teaching health, physical education and biology at North Moore High School in Robbins. She will be teaching the same subjects there this year.

Mr. Joyner is Right of Way Agent with the Highway Commission in Aberdeen. The couple will be making their home in Aberdeen.

Following the wedding, Mr. and Mrs. Joyner left for a wedding trip to the Shenandoah Valley in Virginia.

we welcome HAROLD MATTHEWS into the office as Road Oil Clerk in the position formerly held by Mr. Adams.

It was very good to talk recently with BOB SOUTHALL, Resident Engineer in Wagram, by telephone, when Mr. Southall called to thank me for sending him a copy of Career, which he was enjoying. Mr. Southall has been having some trouble with his leg for the past few months and is now at his home, Prince Street, Laurinburg, trying to give this leg some special attention. All of us hope that Mr. Southall is going to

enjoy that new riding lawn mower (which he admits is one of the luxuries he has given himself) while he takes care of his leg. Mr. Southall has been with the State Highway Commission for 31 years, and is one of our most valuable employees — and one who is loved by all. While Mr. Southall is recuperating, BUD-DY NELSON is helping look after the construction work of the Wagram Party.

Employees of Division Eight, as well as other State Highway Employees, wish JIMMY STEWART (James L. Stewart) many happy years of retirement. Mr. Stewart retired July 1st from his position as Maintenance Supervisor in Lee County, after having been with the State Highway Commission since March 15, 1922. Mr. Stewart was honored on June 30th with a surprise retirement dinner held at Campbell's at Sanford. About 90 fellow employees were present. Following a most delicious buffet dinner, Mr. T. C. JOHNSTON, Master of Ceremonies, called on some of the old-time employees (that is in years of service) for some reminiscing about the good-ole days with the Commission. Many interesting and humorous facts were brought out about life with the Commission through the years. Mr. Stewart was presented a fishing rod and reel, a beautiful service plaque, and an electric shoe shine kit by his fellow employees. On his last day of active duty with the Commission, Mr. Stewart came by the Division Office with a large box of chocolate candy inviting everyone to have candy. I hope he remembers he promised to do this each year. Best of luck, health, and happiness, Mr. Jimmy.

Mr. R. S. WEBSTER, Machine Operator 3, Chatham County, retired July 1st, after having been with the State Highway Commission since 1946. Mr. Webster has been a faithful and hard-working employee and has rendered much valuable service to the work of the Commission. We will miss you Mr. Webster and wish you the best of luck, health, and happiness.

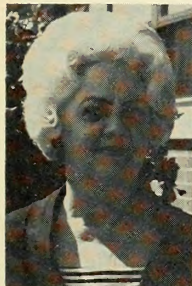
Congratulations are in order for Z. V. (Bill) TOLA on his promotion to Maintenance Supervisor for Hoke and Lee Counties. Mr. Tolar has been associated with the Commission for many years and his wide experience and capable manner will be appreciated by all in this new work.

Also, our congratulations to N. W. (Nip) SINGLETARY upon his promotion to Road Oil Foreman, filling the position formerly held by Mr. Tolar. We wish both of these employees the best of luck in their new positions.



Mrs. William Thomas Hancock of Asheboro, the former Miss Shirley Haywood, is the daughter of Mr. and Mrs. Benson Haywood of Norman. The couple were married in the Armfield Heights Baptist Church in Asheboro on June 25.

Mr. Haywood, father of the bride, is Gang Foreman in Richmond County.



Dorothy Phelps
Division Correspondent

Mr. LLOYD A. COOKE, Road Maintenance Supervisor in Rowan County, and his family recently enjoyed a weeks vacation at Ocean Drive Beach, S.C. We wish to extend a long, healthy and happy retirement to Mr. E. L. EVERHART who retired on July 31st. Mr. Everhart was a Machine Operator in Davidson County.

Mrs. CAROLINE HONEYCUTT, Stenographer in the Salisbury District Office, and her family recently spent two weeks visiting her parents at Long Beach, N. C.

Congratulations to Mr. and Mrs. JAMES SIDNEY MABE, who became proud parents of a 7 lbs. 7 oz. daughter born on July 3rd. Mr. Mabe works in Stokes County and is employed in the Traffic Services Department.

Sympathy is extended to the family of HERMAN WESLEY JOHNSON. His sudden death came as a shock to all in Winston-Salem, Road Oil Department. Mr. Johnson was employed with the Commission only a short time.

Get Well Wishes are expressed to Mrs. Joseph Gregory, who was hospitalized for surgery. Mrs. Gregory is the wife of J. W. GREGORY, M. O. III, Road Oil Department, Forsyth County. A speedy recovery to both her and Mrs. R. Hart, a patient at Ashe Memorial Hospital. Mrs. Hart is the wife of RICHARD HART, M. O. I, Road Oil, Rowan County.

Mr. and Mrs. WALTER B. PUGH, Leonard and Paul will be journeying to Wrightsville Beach for a few days relaxation and a refreshing pause in mid-summer.

We learned that JULIE INABINET "rubbed shoulders" with T.V. Star, "Illya" who appears on "Man From Uncle" while both were dining at the "Brasserie" in New York. During her brief visit there, she attended the revival of the play "South Pacific" at the Lincoln Center Theatre. Her report — Superb!

Mr. V. C. FREEMAN'S retirement has resulted in the following changes: Mr. R. A. WILLIAMS replaced Mr. Freeman, Mr. I. W. MORRIS replaced Mr. Williams and Mr. REX ANDERS replaced Mr. Morris.

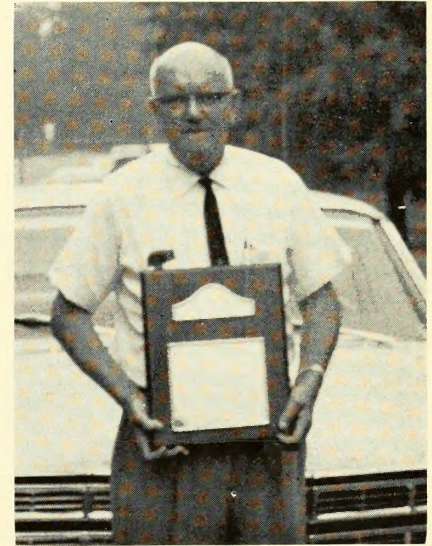
Mr. H. C. BOWMAN, Welder in the Division Shop, enjoyed a visit from his daughter, her husband and children who reside in Oklahoma City, Oklahoma.

The son and family of Mr. G. H. LEWIS, Mech. II, District Shop, have returned to Missouri after having spent their vacation with parents in North Carolina.

Mr. G. D. WALLER, Mech. II, spent a week on the coast fishing, but to date no fish fry has been planned.

Congratulations: It seems Mrs. EDITH CARPENTER made all our Right of Way news this month and many rewards have come to this deserving girl for her achievements. She was awarded a lovely pin for 10 years of Secretarial Service to the N. C. State Highway Commission.

Again, the W. R. CARPENTERS have become proud grandparents. Their daughter Judy Wiles and son-in-law Jerry Wiles announced the arrival of a five-pound five-ounce baby girl on July 17th. Little Allen Wiles, 3-year-old grandson also welcomes his little sister, Pamela Denise.



Mr. V. C. Freeman, who retired effective July 1st, is shown holding a plaque which was presented him by fellow employees from Division 9 Equipment Department. Mr. Freeman began work July 5, 1924.

WILLIAM REYNOLDS has resigned from the Right of Way Department to pursue a career in Forestry, which was his Major at N. C. State. Best of Good Luck, Bill.

Mr. and Mrs. EARL SMITH from Eastern North Carolina are both assets to this area. Earl is an Agent in Right of Way and Dianne, who teaches in the public schools here, is continuing her teaching this Summer with the Elementary Secondary Education Act for pre-school children. This program is designed to prepare children for the FIRST GRADE.



Edith Carpenter, and husband, William R., have recently been elected as Governor and Senior Regent of the Loyal Order of Moose in Winston-Salem. In this capacity they attended the National Meeting in Jacksonville, Florida and enjoyed a lovely business meeting and vacation for one week.

Mr. and Mrs. C. P. SHAW transported their guest, his 9-year-old niece Lenise Shaw of up-state New York to Bluefield, W. Va. where she will visit her grandparents. Lenise had been a patient in Duke Hospital with a broken arm.

Mr. and Mrs. R. H. BROOME, III, and son Robbie, IV, spent a week's vacation at Cherry Grove Beach, S. C. It ended all too soon.

Right of Way Agents A. OWEN BESSELLIEU and C. EARL SMITH assisted the Shelby Division on temporary duty for one week.

Sympathy: Our deepest sympathy is extended to JAMES H. MAYS and family in the loss of his father-in-law, Sam William Martin of Sandy Ridge, who passed away on July 9th at Annie Penn Memorial Hospital, Reidsville. Mr. Mays is employed as a Maintenance Yard Foreman with the Stokes County Maintenance Department, Walnut Cove.

TUCKER A. HESTER and family in the loss of his mother, Mrs. Nancy Pegram Hester, Route 1, Beleys Creek, who passed away May 29th at Forsyth Memorial Hospital, Winston-Salem. Mr. Hester is employed as a Machine Operator III with Forsyth County Maintenance Department, Winston-Salem.

Mrs. Ruby Lock Young, 67, of Ru-

ral Hall, passed away on June 5th at John Umstead Hospital, Butner. Mrs. Young was the mother of WILBURN LEE YOUNG, employed by Forsyth County Maintenance Department, Winston-Salem, as a Heavy Truck Driver and wife of LEE BRYANT YOUNG, a former Maintenance Foreman II with the Forsyth County Maintenance Department, Winston-Salem, who retired on October 31st.

Retired Employees: A long and happy retirement to JOHN HENRY WRIGHT, Truck Driver with the Davie County Maintenance Department, Mocksville, who retired on July 1st.

WILLIE EDGAR SAIN, Maintenance Foreman II with the Davie County Maintenance Department, Mocksville, who has been out of work since July of last year due to extended illness, is retiring on disability retirement August 1st.

Congratulations: Miss Phyllis Anne Moorefield became the bride of Paul O. Young, Jr., Saturday, June 17th, at 7 p.m. at First Baptist Church of Walnut Cove. The Rev. J. M. Johnson officiated.

Mrs. Young, the daughter of Mr. and Mrs. C. E. Moorefield of Walnut Cove, is a graduate of South Stokes High School and has just completed the one-year commercial course at the University of North Carolina, Greensboro.

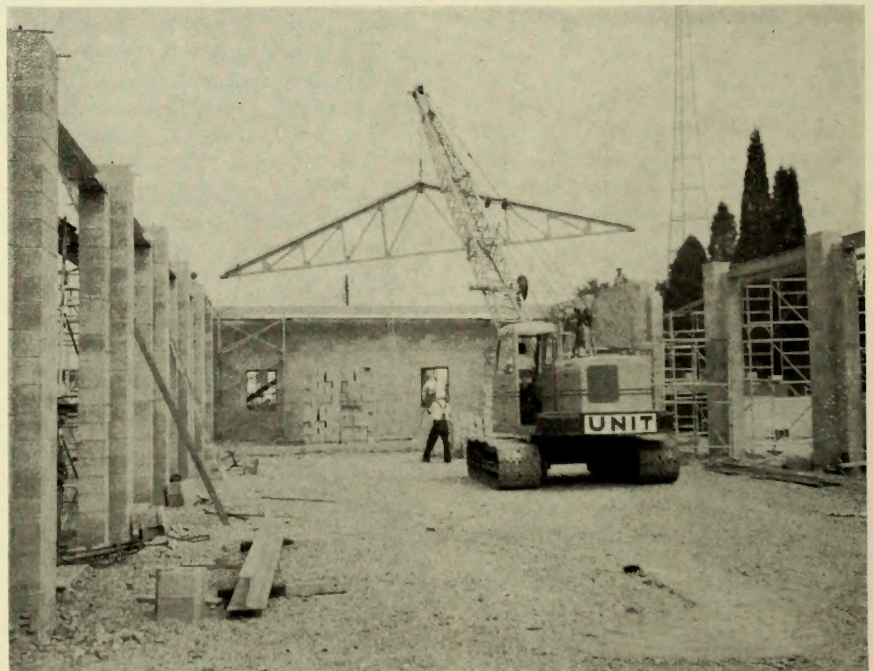
Mr. Young, Jr., the son of Mr. and Mrs. PAUL O. YOUNG, SR., Route 1, Walnut Cove, is a graduate of Walnut Cove High School, has completed the machinist course at Forsyth Technical Institute and joined the U. S. Coast Guard in August, 1966. He is presently attending the Coast Guard Aviation School at Elizabeth City, where they are presently making their home.

Mr. Young, Sr., is employed with the Stokes County Maintenance Department, Walnut Cove, as a Maintenance Foreman II.

Mr. and Mrs. WILBURN LEE YOUNG proudly announce the birth of a son, Darin Lee, June 23rd. Mr. Young is employed as a Heavy Truck Driver with the Forsyth County Maintenance Department, Winston-Salem.

Returned to Work: RUSSELL SWAIN returned to work on July 10th as a Machine Operator I with the Forsyth County Maintenance Department, Winston-Salem. Mr. Swain has been out of work since April 5th due to extended illness.

Sick List: LUTHER S. GIBBONS, Truck Driver for the Forsyth County Maintenance Department, Winston-Salem, is recuperating at his home after being hospitalized for several months due to an on-the-job accident, February 6th. We hope that he will continue to improve.



This picture shows progress being made on the new Equipment Shop being constructed on the Maintenance Yard at Salisbury. This new Shop is to replace the one which was completely destroyed by fire in December, 1966.

Visiting: Robert Lee Chew, IV, made his first visit to North Carolina in July along with his parents, Mr. and Mrs. Robert Lee Chew, III, of Merritt Island, Fla. Little Robert, IV, born May 15th, visited his grandparents, Mr. and Mrs. ROBERT LEE CHEW, JR., of 923 S. Hawthorne Road, Winston-Salem. "Grand-daddy" Chew is District Engineer at Winston-Salem.

Vacations: ALICE GREASE, stenographer, and husband Bob spent their vacation in the Cape Cod Area and at "Expo 67" at Montreal.

JIM MOORE, Area Appraiser, spent his vacation in Lexington, Kentucky and Bristol, Virginia.

TOM WHITLOCK and wife Pat and children Sandy and Cindy spent their vacation relaxing in the sun at the beach.

BILL TOMLINSON and wife Sue, who are newlyweds since June 18th, spent their honeymoon-vacation at Williamsburg and Washington, D. C. Our congratulations are extended to Bill and Sue.

DON COX and family vacationed at the beach for a week.

LINDA WILLIAMS, Stenographer, vacationed a few days at Boone where she treated her little niece, June Russell, to a visit to Tweetsie Railroad.

CAROL DOTY, Stenographer, and family spent a few days at Sanford.

JIM BRADFORD and family spent a week at the beach relaxing in the sun.

Appraisal School: BOBBY HEATH, Appraiser, spent two weeks (July 10 21) attending Rider College in Trenton, New Jersey where he took AIREA Course I.



JIMMY MOORE

SOAP BOX DERBY WINNER!

Other News of Interest: Mr. JIM MOORE, Area Appraiser, is a very proud father these days and he has every reason to be. His son, Jimmy, won the Soap Box Derby in Lexington, Kentucky. Jimmy spent 850 hours designing, building and painting his soap box racer and his work certainly paid off. He covered 1,100 ft. in 29.7 seconds to bring the Lexington All-American Soap Box Derby title back to Lexington. Last year Franklin, Kentucky took the title home. Jimmy won a \$500.00 savings bond and a trip to Akron, Ohio to compete in the national finals on August 19th, and the winner there will receive a \$7,500.00 scholarship. BEST OF LUCK JIMMY!!

Our congratulations go to Mrs. JAYNE JONES, Stenographer in the Appraisal Section, who was named "Secretary of the Day" on July 18th. The "Secretary of the Day Award" is sponsored by local radio station WSJS. The winner receives a framed gold seal certificate and a beautiful flower arrangement for her desk. Keep up the good work, Jayne!!

Dust Thou Art

By RACINE VAN DUSEN

Division 9—R/W

My very first experience as a new Secretary with the Right of Way Department was how to correctly spell "privy" and a briefing on how to "resurrect" the dead!

Speaking of the dead . . . they have been "resurrected" and reinterred by our expert C. P. SHAW. Able Inspectors were A. OWEN BESSELLIEU, ROSCOE J. LEFTWICH and J. L. GOINES. I would be remiss not to mention that LOUIS S. ALLEN, JR. did a lot of "digging" in the early stages of this project which is part and parcel of clearing the right of way here in the City of Winston-Salem for the North-South Expressway (U.S. 52).

It all really began long, long ago in about the year 1837 when Mather Susan Johnson was born. Her heritage was to be born a slave; live and die a slave. She expired in 1919 and was buried in the old Bellview Cemetery. However, she was not the first person known to be buried there but according to records, she lived 72 years and was the oldest person to be buried there. The first burial was Mary M. Reynolds who was born in

1853 but expired in 1894 at the age of 41. 1869 is the only date on the marker of General C. Pickard and it is not known if this is the date of birth or burial. It is known that a number of persons interred were members of the ZION TABERNACLE FIRE BAPTIST HOLINESS CHURCH OF GOD OF THE AMERICAS.

Preliminary work was extensive and tedious, as much so as anyone part of the other stages of this project. One of the first prerequisites for moving a cemetery is identifying the names on the grave markers and notifying the nearest of kin by public advertisement, in order to secure their permission and insure their peace of mind and contentment in moving these persons. The SHC provides a new location or the living relatives may designate where they wish the remains reinterred. It was most difficult and in some instances impossible to determine names, dates, etc. on the old stone grave markers as "time and tide" had defaced them. Some merely had a rock at the head or foot without any designation and some could have had a marker of wood as parts of same were found almost completely deteriorated. There was no evidence of care or maintenance of the cemetery for ages. However, from the responses of our ads, we feel all known living relatives were reached. Permission was granted to reinter all remains from both the Happy Hills and Belleview Cemeteries to the three locations provided by the SHC — Evergreen, Watkins and Piedmont Memorial Gardens. Every person formerly buried was reinterred whether known by marker or unknown because of no marker or identification at all. The new locations have insured the SHC of perpetual care. The contractor furnished new grave markers, engraving those with information found on the original ones and a service was held for those reinterred, where requested.

The headaches of the living really began with the onus of complying with rules and regulations. FIRST off, do what Federal-Aid Contracts specify. SECONDLY, do as Raleigh specifies. THIRD, do as the N. C. State Board of Health and Forsyth County Health Department specifies. FOURTH, comply with the City of Winston-Salem Code, Chapter 6 (Cemeteries); AND FIFTH, a four-page N. C. SHC Proposal and Con-

tract written and re-written and finally approved. However, these laws and technicalities are necessary primarily to protect peace of mind of any living relatives. C. P. SHAW initiated this project as early as 1965 and the cost so far is estimated at \$40,789.00. Progress being assured, one may drive down this proposed highway in the future and perhaps see a marker reminiscent of an era pre-Civil War!

I must say, the next step really "spooked" my sensitive nature — Advertising for professional grave diggers which come under the title of Funeral Director, Licensed Embalmer, Mortician-Contractor, etc. Also lots (spaces) had to be acquired from cemeteries who would accept the remains of colored persons for reinterment. Through channels (Attorneys) it was determined the persons owning cemeteries where reinterment was to take place, had title to the land. We feel the price for exhumation and reinterment was reasonable, considering today's high cost of burying the dead!

The entire process of exhumation and reinterment was private. There were no sightseers or photographers, with the exception of one newsman from WSJS. A State Inspector supervised and accompanied each body to the new destination. Two local City Policemen made regular appearances. A majority of the work of exhumation was done by hand with long steel rods from necessity of locating any minute articles or clothing, etc. which by law must be reinterred with the remains. A bulldozer was permitted only to remove underbrush, stumps, overburden, etc. to permit access to the cemeteries. Some graves appeared to be "tall" while others in one section were "short" indicating children perhaps. A complete map of the Cemetery is on file, showing those bodies identified and numbers indicating those not identified and the area from which all were exhumed. No work was accomplished on Saturday or Sunday.

In most cases where the body had been buried for say around 100 years, it had returned to DUST FROM WHENCE IT CAME.



A PSALM OF LIFE

Tell me not, in mournful numbers
 Life is but an empty dream
 For the soul is dead that slumbers
 And things are not what they seem
 Life is real! Life is earnest!
 And the grave is not its goal;
 "Dust thou art, to dust returnest"
 Was not spoken of the soul
 Not enjoyment and not sorrow
 Is our destined end or way
 But to act that each tomorrow
 Finds us farther than today
 Art is long and Time is fleeting
 And our hearts though stout and brave
 Still, like muffled drums, are beating
 Funeral marches to the grave
 In the world's broad field of battle
 In the bivouac of Life
 Be not like dumb, driven cattle
 Be a hero in the strife
 Trust no Future, however pleasant
 Let the dead Past, bury its dead
 Act—Act in the living Present
 Heart within and God o'erhead
 Lives of great men all remind us
 We can make our lives sublime
 And departing, leave behind us
 Footprints on the sands of time
 Footprints that perhaps another
 Sailing o'er life's solemn main
 A forlorn and shipwrecked brother
 Seeing, shall take heart again
 Let us, then, be up and doing
 With a heart for any fate
 Still achieving, still pursuing
 Learn to labor and to wait.

. . . Henry Wadsworth Longfellow

FOOD FOR THOUGHT

The way things are being speeded up in this country, it won't be long before a person can take a two-week vacation in four days.

The best thing to do behind a person's back is pat it.

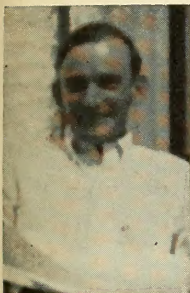
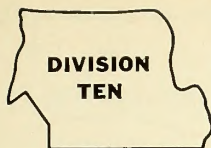
You ought to be able to live within your income — you can't live without it! Many employees spend time shining up to the boss that they should use in polishing off some work.

About the best method of climbing higher is to remain on the level.

The smartest person is not the one quickest to see through a thing, but to see a thing through.

Few of us can stand prosperity, especially if it's another man's.

Always do right. This will gratify some people, and astonish the rest.



J. W. Jones
Division Correspondent

Friends and employees of the Tenth Division extend to Machine Opr. I and Mrs. LESLIE M. KELLY sympathy in the death of their son, PFC Harry Allen Kelly, who was killed in Viet Nam July 15th when his jeep hit

a landmine. He was serving as a radio operator with the 919th Engineers Cavalry. Harry Allen was a 1964 graduate of North Mecklenburg High School.

The entire Tenth Division and friends of the Highway Commission were deeply shocked at the sudden death of EDWIN M. FINISON, District Engineer for Mecklenburg and Union Counties. Mr. Finison died Saturday, July 8, 1967, at his cabin on Lake Tillery in Stanly County. He is survived by his wife, Helen W. Finison, and a son, Edwin Bryant Finison, a 2nd Classman at the U. S. Naval Academy at Annapolis, Maryland.

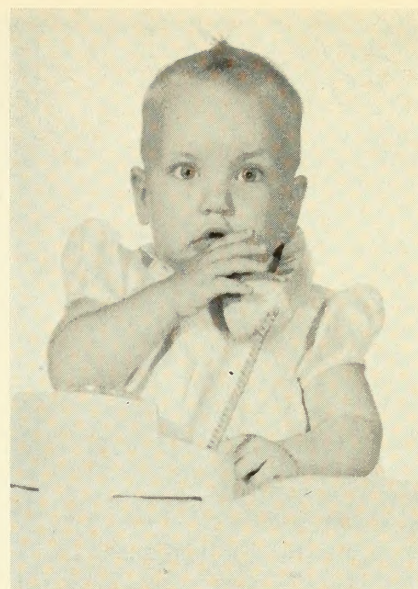
Ed was born August 27, 1911 in Randolph County. He attended Troy High School and Guilford College before coming with the Highway Commission in 1935. He also received a diploma in Engineering from International Correspondence School. In 1936, he was transferred to our Construction Department, where he remained until his transfer to the Maintenance Department as Road Maintenance Supervisor in Stanly County in 1953. In 1957, Mr. Finison was transferred and promoted to District Engineer in Charlotte.

Ed had many friends throughout the entire Highway Commission as well as organizations associated with the Highway Commission, and will be greatly missed by these associates.

We extend our sympathy to Acting District Engineer C. N. WHILDEN, JR. and wife in the sudden death of Mrs. Whilden's father.



Karen Lee Thomas, age 3 years and Sherry Jane Thomas, age 1½ are the adorable granddaughters of J. P. Thomas, M. F. II in Anson County.



Our best wishes for a speedy recovery to W. L. PENNINGER and C. A. BARBEE, both are ill and in Stanly County Hospital. Both men are with Cabarrus County Maintenance.

Sympathy is extended to the families of V. L. RITCHIE, B. B. BLACK and T. L. PATTERSON, employees in Cabarrus County who recently had a death in their family.

J. A. MILLS enjoyed a nice trip to Brunswick, Georgia to visit his daughter, and got in some good fishing while he was down. Mills is M. F. I in Cabarrus County.

Best wishes to T. D. BROWN, T. D., who was married recently.

Congratulations to the following Stanly Maintenance men who received service pins: J. H. HUNEYCUTT, M. O. II, 15 years; C. A. FRICK, M. O. II, 15 years; C. L. BURRIS, Truck Driver, 15 years; E. M. HINSON, M. O. II, 20 years; G. D. LOWDER, M. O. I, 20 years; P. A. SMITH, M. F. II, 20 years; J. M. BYRD, M. F. IV, 30 years and R. W. LANIER, M. F. II, 35 years.

J. W. KENDALL, M. O. III, in Stanly County, along with Mrs. Kendall and their two daughters enjoyed a two week vacation visiting Vicksburg, Mississippi, Civil War battleground; Las Vegas, Nevada; the Grand Canyon, "Temple Square" in Salt Lake City and many other places of interest.

Stanly County Road Maintenance Supervisor, W. E. WOODRUFF and Mrs. Woodruff, along with their two daughters, Kim and Leslie, spent an enjoyable week in the Nation's Capital, visiting the White House, The Capitol and all the Memorials to our great men of history. They were extremely lucky to be able to hear the Marine Band in Concert.

Division 10 Unit of State Highway Commission and Prison Employees' Association held their annual meeting at the Employees' Clubhouse in Monroe on Friday, July 28th at 4:00 P.M.

Our Asst. Chief Engineer, Admn., Mr. IVAN HARDESTY, presented Service Awards to our personnel, as follows: 40 Years Award to M. A. BOWERS and 35 Years Awards to J. R. BROWN, J. F. CARPENTER and R. W. LANIER, respectively. Mr. Hardesty also presented State Highway Commission Retirement Certificates to M. A. BOWERS, CHARLIE DENSON, D. H. HAGER and CICERO MORRIS.

Mr. K. B. BAILEY, Asst. Director of Prisons, presented Service Awards to the following: 30 Years Award to GEORGE C. NEWTON and 20 Years Award to J. M. WILLIAMS.

Mr. J. R. WOODARD, Personnel Officer of the State Highway Commission, was present and made a short talk to our group. With Mr. Woodard was one of his assistants, TED AUSTIN, Training Officer.

A business meeting was held and the following were elected as officers for the coming year: T. V. STATON, JR., Chairman; JACK T. COLEY, Co-Chairman and DUDLEY D. McSWAIN, Secretary and Treasurer.

At the close of the meeting, a delicious barbecued chicken supper was enjoyed by all and appreciation for the preparation of same was expressed to our Union County hosts, whose culinary arts can hardly be surpassed.

Resident Engineer L. P. "Buck" ALLMAN and wife are the proud parents of a 10 lb. baby girl, born July 29th. They now have a three-year-old son and the baby is named Sandra Dawn.

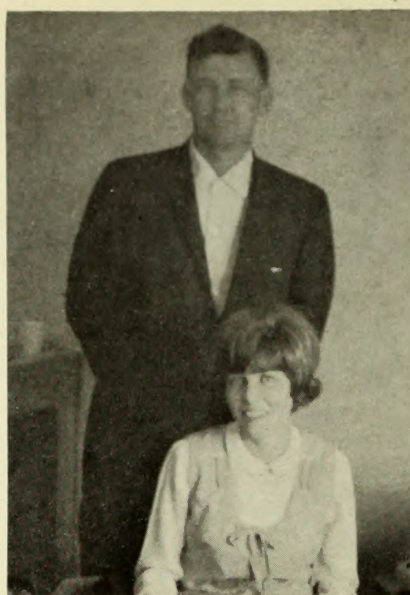
Members of the Right of Way Department and their families enjoyed a cook out July 20th in honor of DAVID W. PLUNKETT, who resigned from the Right of Way Department to work for State Insurance Commission in Charlotte. We hope David will like his new job and the golf cart the Right of Way Department gave him as a going away present.

Welcome to W. B. WILLIAMS who recently moved here from Ahsokie. Since Bill and Gail have been living here, they have had a new addition to their family. They have a little boy, Baxter, age three years and the little girl, Lee Ann, was born June 16th.

Congratulations to JERRY L. HARRIS, M. O. I of the Traffic Services Dept. who recently got married. Jerry married the former Miss Florence Drenda Barbee. They are living in Oakboro.

Mr. CLYDE S. HUNEYCUTT, Traffic Services Supervisor, Division 10, his wife and son, Gregory, enjoyed a recent vacation trip to the Outer Banks. The Huneycutt's visited the National Seashore Recreational Area, Cape Hatteras, Ocracoke Island, where they saw wild ponies, and Manteo where they saw the Lost Colony play. They saw many wrecked ships in which is called the Graveyard of the Atlantic. The Huneycutts also spent quite a lot of their time fishing.

Congratulations to THOMAS W. SHAVER of the Traffic Services



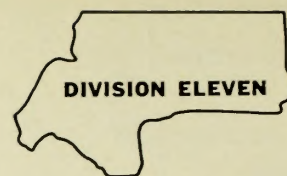
Mrs. Diane Kindley, above, Typist in Office of Resident Engineer, L. P. Allman, in Charlotte — Mr. Dave Roberts, Area Construction Engineer, with headquarters in Albemarle, was visiting in the newly opened Construction Office.

Dept., Division 10, and wife, Kathleen, who have a new baby girl named Lori Anne.

Condolences to Mr. and Mrs. LESLIE M. KELLY and family (he is with Huntersville Maintenance in Mecklenburg County). Son, Harry Allen Kelly, age 21, was killed in Viet Nam on July 15th. Full military rites were accorded at the graveside in the church cemetery in Northern Mecklenburg County on July 24th.

Condolences to the family of Mrs. Bleeker Ferguson Estridge, widow of CHARLIE ESTRIDGE, formerly employed in the Maint. Dept. of Hwy. Comm., who passed away in the hospital, on July 29th. Her only son, EDWARD ESTRIDGE, is in the Parts Dept. of the 10th Division Equipment Office. She is also survived by a brother, PERRY H. FERGUSON, who is employed with the District 2 Maintenance Department, in Mecklenburg County.

Sympathy is extended to the family of EDWIN M. FINISON, who died suddenly July 8th in Stanly County. Mr. Finison was District Engineer of the second district of the North Carolina Highway Commission.



Dolores Rogers
Division Correspondent

Best wishes for a long and happy retirement go out to Mr. C. W. FOSTER, District 3 employee who retired effective August 1st.

Sympathy is extended to Mrs. CORA LEE GREER, Stenographer in the District 2 Office, who lost her mother recently; to Mr. JAMES ATWELL, Assistant District Engineer for District 1, whose wife, Mary, died July 4th; to the family of Mr. R. W. (Sam) BROWN, Maintenance Foreman II in Yadkin County, who died June 15th; to the family of RUBIN WOOD, Truck Driver in Surry County, who died June 1st; and to B. R. PARDUE, Machine Operator II in Surry County, who lost his father recently.

In the Right of Way Department, W. E. WINSTEAD is at home and improving after suffering a heart attack and K. R. CONNER is at home following surgery. We wish them both a speedy recovery.

Congratulations to Mr. and Mrs. F. D. TRIVETTE on the birth of a baby boy on July 6th. Mr. Wood is a Truck Driver in Yadkin County.

Mr. A. B. CRIST, Right of Way Agent, is back at work after spending two weeks at summer camp in Fort Gordon, Georgia.

Mr. C. V. JONES, Machine Operator III in Surry County, retired effective July 1st, with 22 years of service with the Highway Commission. We wish Mr. Jones a long and happy retirement.

Welcome to HARVEY LEE PARKS, Engineering Trainee, who is working in the Elkin District Office.

I am quoting below a letter which Mr. JAMES ATWELL, Assistant District Engineer for District I, found in his files. Mr. Atwell thought it might be interesting to our readers to compare salaries at that time and the present:

COMPARISON OF 1941 SALARIES

October 25, 1941

Mr. C. C. Ashby

District Engineer

Elkin, N. C.

Dear Mr. Ashby:

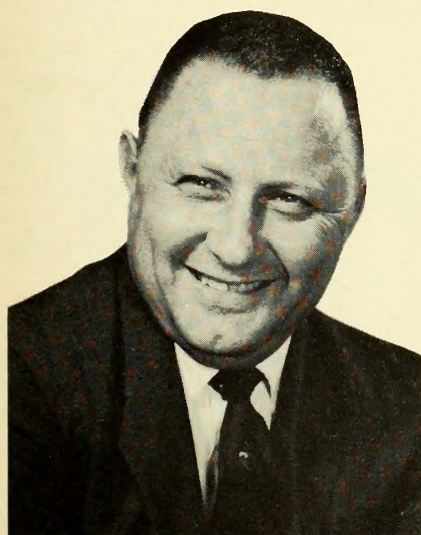
I wish to advise you that you have been officially promoted from Maintenance Supervisor to District Engineer, and Mr. James Atwell, Instrumentman, has been promoted to the position of Maintenance Supervisor. It is with pleasure that I notify you of these promotions as I have known you both for a good many years and your work has been entirely satisfactory. I wish you both success in your new work and I am thoroughly satisfied that you will both make a success in your new positions.

Mr. Baise did not see fit to approve my recommendations to the Budget Bureau, and the Budget Bureau in return did not approve Mr. Baise's recommendations as to your salaries. Your salary will be \$2,400 per year and Mr. Atwell's will be \$1,980. These salaries are effective October 6th.

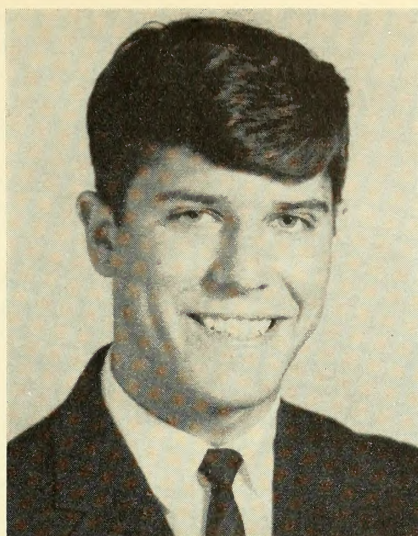
I assure you that from time to time, I will try to get these salaries raised.

Yours very truly,
Z. V. Stewart
DIVISION ENGINEER

W. F. BABCOCK



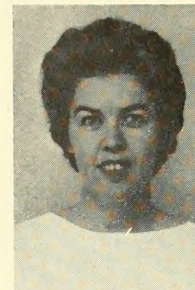
Mr. Babcock as he looked 10 years ago when he first came with the Commission.



Rodney Thomas Gwyn, son of Resident Engineer and Mrs. T. E. Gwyn, Mount Airy, N. C., has entered the Air Force Academy in Colorado where he will have a four-year course of study and training that will culminate with a commission in the U. S. Air Force.

Upon entering the Academy, Rodney received an "Honors at Entrance Award" for distinguished achievement at Mount Airy High School and was recognized as ranking in the top tenth of a group of one thousand young men who will join the Air Force Cadet Wing this year. A 1967 graduate of Mount Airy High School, he maintained a scholastic average of 95 or above; he was President of the Student Council, Secretary of the Math Club, Treasurer of the Photography Club and served as Head Photographer for the Annual Staff. Rodney was a member of the Monogram Club, Dramatic Club, Honor Society, Hi-Y Club and Wrestling Team.

Upon graduating from high school he received awards for Best All Around Student, American Legion for Best Citizen, a trophy voted by the wrestling team as most valuable player and a gold medal for a regional wrestling win. Rodney was one of three local nominees for the Morehead Scholarship. He was President of the Senior Hi Fellowship at the First Presbyterian Church in Mount Airy and attended the Governor's School in the summer of 1966, specializing in the area of Math.



Jean Cline
Division Correspondent

New Baby — Born to Mr. and Mrs. H. D. CHANDLER — Truck Driver in Gaston County — Son.

Mr. and Mrs. CHARLES SELF Asst. District Engineer, District One Office — vacationed at White Lake.

Mr. and Mrs. W. B. WELLMON — Maintenance Supervisor. Camped week at Camp Arrowhead — Enjoyed this very much, in fact so much he came home with blistered feet, sittin' propped up, just restun'.

DON BLANTON — Clerk — District One office. Weeks vacation at Myrtle Beach — Had a good time even though he is sweating out call from Uncle Sam.

J. W. McSWAIN, District One employee, two weeks visit in San Angelo, Texas with daughter and grandchildren.

Sickness — F. C. Abernathy, Gaston County employee, returned to work after extended illness. This due to car accident, he was working on his car and it rolled over him, but he seems to be doing fine now.

Sympathy is extended to the family of Mr. RAY A. SHOEMAKER. Mr. Shoemaker, who passed away June 17th, was a retired, former employee of the State Highway Commission in Iredell County.

Mrs. ROSEMARIE SNAVELY, Clerk II in the Statesville District Office, has recently had visitors from Lancaster, Pennsylvania — her sister and brother-in-law, Mr. and Mrs. Kenneth Patterson, with little daughter, Cindy Ann.

Mr. C. C. MAUNEY, Resident Engineer of Statesville spent two weeks vacationing in Oklahoma with his family, visiting relatives and friends.

Mr. NEIL DYSON, Engineering Aide, of Stony Point will be leaving the month of July for the Army. We're sorry to see you leave but wish you luck and hope you'll return to the department soon.



Amy Louise Reaves—age 3 months. Vance B. Reavis and Isaac M. Patterson, Iredell County employees, are the proud grandparents of this adorable little girl.

It's a rumor that JIM SPRINKLE is going to be Papa again. Congratulations, Jim.

KENNY KESS also returned from vacationing this week in Florida with his parents.

Mrs. BARBARA ANDERSON from Mooresville has been employed by the Construction Department, working for CHARLES MAUNEY, Resident Engineer.

ED COOKE and RALPH GREENE of Right of Way Department are welcomed back after a stay this summer in the 14th Division.

MIKE BREWER of the Right of Way Department is back at work after recuperating from injuries suffered in a recent automobile accident.

MILES HUGHES of the Division Office and family vacationed at the beach in July.

It was good to see R. J. ALBERT, retired Highway employee, who visited in the Division Office in July. Mr. Albert is now living in Richmond, Va.

Retired Office Engineer E. R. McGIMPSEY is enjoying a three week tour of the Northwest.

BILL ESKRIDGE of the Equipment Department and family are vacationing at White Lake.

BETTY JOHNSON of the Division Office and family will vacation at Myrtle Beach the first week in August.

Wedding Bells in the Equipment Department — BEN PALMER of the Equipment Department and Mrs. Ruth Blanton of Shelby were married Saturday, July 29, 1967. Congratulations to Ben and wishes for many, many Happy Years of Married Life. The couple will reside 905 E. Marion Street, Shelby.

New employees in Construction Dept.: ANDREW BLOUNT ALLEN—Civil Technology Trainee; MICHAEL NEIL PARROTT—Civil Technology Trainee and JOHN DORSET EARLE—Engineer Tech. II.

We are happy to have R. R. NICHOLS, Resident Engineer, back to work after undergoing surgery in July.

ASHLEY COOPER HUFFSTETLER retired from Construction Dept. effective July 1st after 18 years of service with Highway Comm.

CHARLES E. ANDERSON, Highway Engineer I, is at home after a major operation at Bowman-Gray Hospital in July.

WILLIAM M. ANDREWS, Engineering Technician II, is a new employee in the Shelby Construction office of W. H. MANLEY, Resident Engineer. Bill comes to Shelby on transfer from the Bridge Design Department in Raleigh.

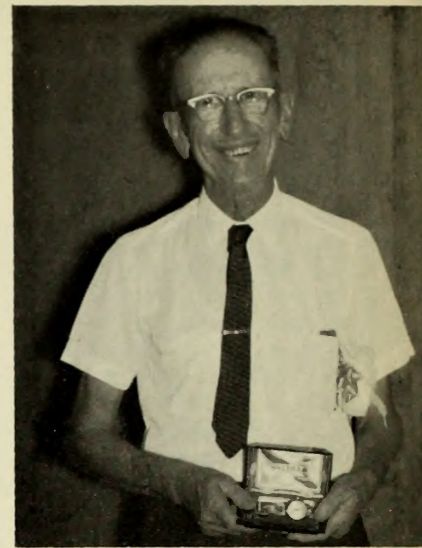
FELIX A. PRUITT, Civil Technology Trainee, was a June bridegroom.

DATHER H. SPANGLER, Highway Inspector II, will be leaving the Shelby Construction office in September on retirement. We wish for him many, many Happy Years of retirement.

Several of the Statesville Construction Party employees left the Commission in July with W. D. PITTS, T. E. HASTINGS and NEIL DYSON being drafter into the Army and GEORGE C. CHAMBERS joining the Navy.

Welcome to the following new employees in the Statesville Construction Party: JERRY RUPPE, Hwy. Eng. I; ERNEST R. BRYAN, JR., Trainee; D. W. BRINKLEY, C. P. COCKRELL and G. R. HOLBROOK, Engineering Aide.

Someone in our Division went flying during the month of June. Why, of course, it was Resident Engineer



Mr. John Frank Morrison, above, Machine Operator 3 in Iredell County, retired on June 30th. In his honor, the Iredell County employees gave a dinner on June 30th at which time a watch was presented to him. Mr. Morrison has been a most loyal and dependable employee of the Highway Commission for nearly forty years and we wish him many happy years

JOHN WATKINS and wife. The Watkins went by car from Statesville to Florida and from Florida they flew to Nassau for a fun filled vacation.

AMBROSE and JEAN CLINE and daughter, Amy, vacationed to Montreal, Canada for a "look-see" of Expo 67 going via Niagara Falls and returning through Vermont and other northeastern states.

C. R. ACKER, JR., R. E. GREEN, R. STANLEY MORGAN, MIKE BREWER, OTTIS E. COOKE, MARSDON BLANTON and EARL LUTZ of the Right of Way Department attended a ball game in Atlanta in July to see the Atlanta Braves play Philadelphia and Pittsburgh.

JACK FINCH of Right of Way Dept. attended appraisal course at Rider College in Trenton, New Jersey in July.

Then there was the fellow who wanted to know if he could have a day off with pay. When asked why, he replied, "I want to catch up on the time I missed for coffee breaks when I was on vacation."



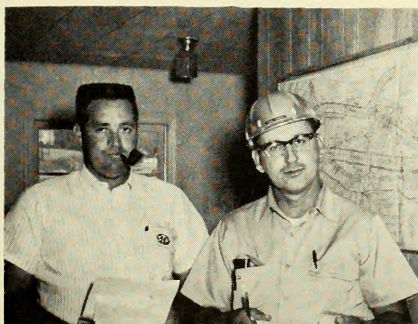
Esta Lee King
Division Correspondent

for a few days with their two daughters and their families. They then flew to California by jet. By the sound and looks of post cards received in the Division, they are certainly taking in all the sights. But we wonder about the trip to Tijuana, Mexico!

Mr. and Mrs. GUS HEDDEN recently spent a week in Texas with their son. Gus evidently enjoyed his trip, but we thought he would be herding cattle rather than chasing and catching horned lizards. Gus is an employee in the Landscape Dept.

CLYDE ORR has been vacationing. He and his wife and daughter made the rounds of several camp grounds in Western North Carolina and Eastern Tennessee. Of course the fishing rod went along too.

PAUL LANKFORD and family spent a delightful and hot vacation



The distinguished gentlemen are Inspectors for Mr. P. R. Robison, Resident Engineer. On the left is Mr. Jack Buckner, Structure Inspector. On the right is Mr. John Gossett, Chief Roadway Inspector.

week in Georgia during the month of July.

ALINE ALLMAN of the Right of Way Dept., along with husband and son, spent her vacation in Albany, Georgia and Panama City, Florida. While there Aline and son, Jeffrey, celebrated their birthdays. Would you believe Aline had a birthday cake too.

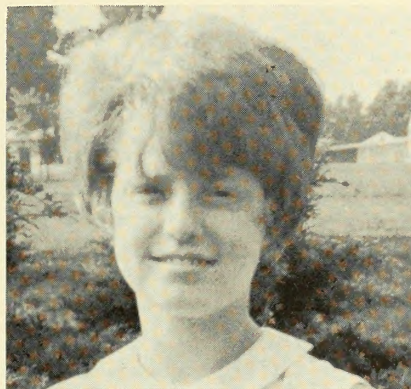
It is good to have EDNA RAMSEY back to work after having spent a week home with a very sick son who had the mumps.

Mr. SHOBER KEARNEY is enjoying a vacation playing golf.

Mr. BOB ADAMS, Resident Engineer, participated recently in the golf tournament held here in Asheville.

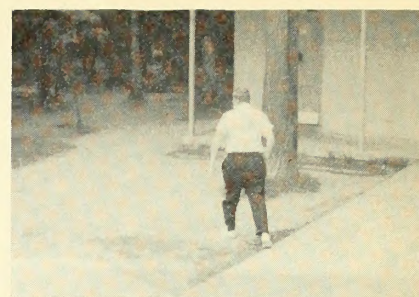
Mr. MERYL COMPTON has gone into the trapping business. He made a gum to catch rabbits, but is catching opossums. Meryl, we hope you don't catch a skunk

Congratulations to Mr. JIM CREASMAN on his marriage to the former Miss Brenda McMahan on June 16th. Mr. Creasman is em-



Patricia Ann Rice, Typist I in Mr. C. J. Ball's Office. Welcome to you, Patricia, and may you enjoy your work with us.

The Dept. of Materials & Tests here in Asheville report they are happy to have two fine young men employed in their laboratory during the heavy construction season this summer. They are Mr. RONALD S. ROBINSON, son of Mr. PAUL ROBINSON, Resident Engineer in Division 13, and Mr. G. E. BASKERVILLE, JR., son of Mr. G. E. BASKERVILLE, Road Oil Supervisor for Division 13. "Good Luck" to both of you in college this fall. Mr. Robinson is attending Clemson College and Mr. Baskerville is attending Mars Hill College.



We only got the back of this Division 13 Construction employee. It may be that someone will recognize him.

employed in the Dept. of Materials and Tests, Asheville Laboratory, and is the son of MARVIN CREASMAN in the Equipment Dept., Division 13.

A speedy recovery is extended to Madeleine Weaver, wife of Mr. J. C. WEAVER, Highway Engineer I.

Mr. A. L. NEAL, Resident Engineer, would like to welcome Mr. R. E. GREENWOOD, Engineering Aide, and Mr. T. W. GOWAN, JR., Highway Engineer I, who was transferred from Mr. K. W. RABB'S office.

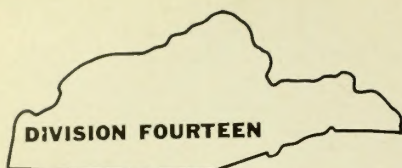
W. R. HAWKINS, Engr. Tech. I in Mr. Neal's office, has purchased a new Larson Boat and is having fun teaching his fellow employees how to water ski.

Welcome to Mrs. ALENE P. ENGLAND, Typist I in Mr. A. L. NEAL'S office. Alene, we hope you enjoy your work with us.

Congratulations to Mr. L. R. WESTALL upon his transfer to Maintenance Supervisor. We are sure Mr. Neal is sorry to lose a good construction employee.



Messrs. George Prescott, Dannie Turner, and Edd Buchanan of Division 13 Construction were among a party of six that motored to Manteo on July 7th and went deep sea fishing on the 8th. The party caught 256 pounds of fish. Pictured are some (or maybe all) of the fish that were caught.



Allyce Cunningham
Division Correspondent

WOULD YOU BELIEVE? Fire in July! In fireplace, that is. JACK BECK and Grace entertained a few friends at a cook out at their house July 4 — they have just completed a lovely sun deck on back of house. That was all right for awhile but go so “cool” had to go in to a nice warm fire in fireplace. Temperature dropped to 45 degs. that night. As the Floridians say, “Unusual weather”.

STEWART SYKES has joined the Staff Engineer's office as trainee. Stewart finished State University in June — And girls, take note, he's single and quite good looking. All transfers to our office will be accepted by DON RAXTER in Personnel. BILL WARE, another single guy with us, and Stewart rented a trailer. Bill says if Stewart will do all the cooking he will do all the eating — fair enough, eh? By way, Stewart hails from Durham, and that's no bull!

OTTIS E. COOKE, the last of our men loaned to us for a few months, has returned to home ground in Shelby. We miss him. Mr. Cooke seemed to like our part of the country up here, so one day in conversing with a property owner, he told him would like to own a little land up here — the man said he had some and about how much he like — “Oh, about \$500 worth”, replied Mr. Cooke, “Fine”, said the man, “bring your wheelbarrow around tomorrow and you can have it.”

DON RAXTER took vacation recently, stayed home and hoed out his garden, between showers. If the price of tomatoes fluctuates, blame Don. He also said he went blackberry picking but ended up catching more red bugs than getting blackberries. Whatta vacation!

BOB PATTILLO, District Engineer, refuses to smile these days. Bob says he is removing the damage done by playing football when his front teeth were pushed out of

shape — It's a little difficult eating this good ole mountain corn as was observed by Red Hughes at lunch other day — Bob left more grains on cob than ate.

BILL RAY, Asst. Division Engineer, and family spent a couple of weeks visiting in Florida. Bill “says” he caught some large fish — Said he caught some red snappers but thought they belonged to Castro and threw them back in.

Resident Engineer GEORGE CLAYTON has a few boys working this summer before returning to college. They include GARY BISHOP who will be a sophomore at Western Carolina University; BRIAN GARRETT will be a sophomore at N. C. State University this fall; DANNY FISHER, a senior at Western Carolina University; GERALD GREEN, freshman this fall at Western Carolina U.

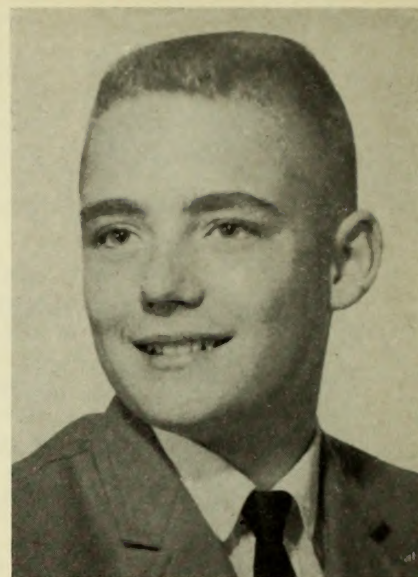
RALPH BARGER, Right of Way Department, and family toured Florida during vacation, sightseeing all the way to Miami and back. Ralph said he would have seen more but the kids wanted to say on beach all time.

FRANK BRYSON, Sign Supervisor, has had his grandsons from Delaware with him for a few weeks. They do a mess of fishing and hunting while they are here. Camping was scheduled but with all our rain and wet weather, I don't imagine they got in much of that. Can YOU remember the summers spent at “Grandpa's” house?

KEN DRIVER who spent a few months on his training program in the Division Office has now been transferred to Location Department in Asheville — we sure miss the good ole cakes he use to bring that his wife baked — and Ken, we miss you too!

We are glad to have J. W. PITTILLO, Road Maintenance Supervisor for Haywood and Transylvania Counties, back at work. Mr. Pittillo has been out since May 1st with a back injury and was hospitalized approximately a month. Also, JOHN PLOTT, Area Foreman, Haywood County, is back on the job after about six weeks absence because of illness.

Following the retirement of Mr. FLETCHER H. EDWARDS, HENRY S. HUNTSINGER was promoted to Area Foreman, Polk County;



Steve Brady, with Daniel Boone Council Troop 221, Franklinton, N. C., attended camp at Camp Daniel Boone in Haywood County and while there earned the harpshooter's Medal and Rifle and Shotgun Shooting Merit Badge. Steve was tapped for the Order of the Arrow. This young man is the grandson of A. E. Snelson, Area Right of Way Agent and is the son of Mrs. John Brady and the late Mr. Brady.

RENZO JONES to Construction Foreman; WILLARD JOLLEY to Patch Foreman; and WILLIE WALKER to Truck Foreman.



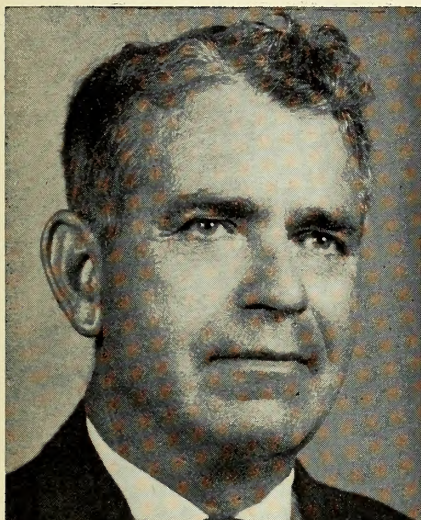
Division 14 Office held a picnic on lawn of Highway Office and the men did all the cooking, serving and entertaining. Nice, eh? Red Hughes and Don Raxter did a good job of charcoaling hamburgers and hot dogs. Bill Ware is very handy at opening “bottles”. It was such a success that have ordered another one soon. Catch the next issue for further details.

HENRY HUNTSINGER IS HIGHWAY DEPARTMENT COUNTY FOREMAN

HENRY HUNTSINGER of Mill Spring has been made County Foreman of the N. C. Highway Dept. He succeeds Fletcher Edwards who has retired. Mr. Huntsinger has been serving as Grade Foreman and has been with the Highway Dept. for 20 years.

He is married to the former Miss Hazel Bradley and they have one son, Michael, age 14, who will enter Polk Central this fall.

A native of Mill Spring, he is a graduate of Stearns High School in Columbus. He is a deacon in the Mill Spring Baptist Church, and has served as a member of the Polk County Election Board for the past 14 years. He is a former Worshipful Master of Jeff L. Masonic Lodge No. 605 and at present is District Deputy Master. He is a former member of the Mill Spring Local School Committee.



FLETCHER EDWARDS RETIRES FROM HIGHWAY DEPT.

FLETCHER EDWARDS, who went to work with the N. C. State Highway Dept. as a truck driver in 1926, has retired as County Foreman, a position he held for the past 11 years. He succeeded the late Clayton W. Constance.

A native of Polk County, he is married to the former Miss Chressie Burnette. They have two children. A daughter, Mrs. Norman G. Foster (June Edwards) is a graduate of Western Carolina University and she

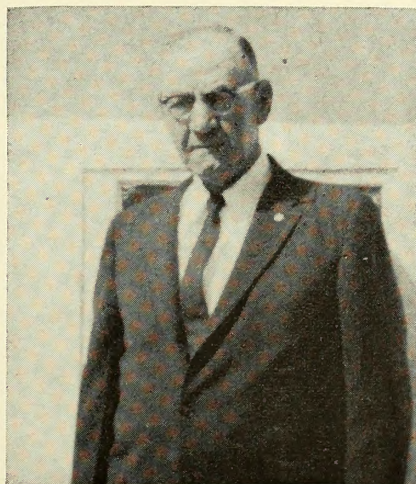
and her husband live in Houston, Texas where Mr. Foster works for the space program. They have one son, Norman, Jr., who is 16 years old. Their son, Horace Edwards, who is also a graduate of Western Carolina is married to the former Miss Joe Ann Caldwell of Campobello and they have one son, Richard, who is six months old. They live in Inman and he is the production supervisor at the Landrum Plant of Bigelow-Sanford.

In addition to his job with the State Highway Commission, Mr. Edwards has been active in civic affairs. He served on the Mill Spring Local School Committee for 14 years and on the Polk Central School Committee for six years. He is Chairman of the Board of Stewards and on the Board of Trustees of the Bethlehem Methodist Church. He also served as election judge at the White Oak Precinct for many years.

Coming up through the ranks, Mr. Edwards was familiar with all phases of highway work. In addition to serving as truck driver, he was a motor grader operator for 14 years and was tar patch foreman for 6 years before taking over as County Foreman.

Mr. Edwards said that he has enjoyed the work (through good and bad times) and that the people of Polk County had given him wonderful cooperation during his years with the highway dept. He also said that he had enjoyed his association with the men of the Highway Department.

JAMES M. (Bill) WELLS



Mr. BILL WELLS retired June 30th as Maintenance Foreman 2 in Haywood County. He began working with the Highway Commission

in Division 10 under Mr. J. C. Walker in 1922. He left the Highway Commission for a period of time and returned in 1941, working as a Gang Foreman, Motor Grader Operator and Maint. Foreman II.

He and his wife, Florence, and their youngest daughter, Mary, live in Canton. Mary plans to be married in August. He has four other children: Mrs. Ned Brown, a housewife in Canton; Joe Wells, employed at Enka; Walter Wells, employed at Champion Paper & Fibre Co.; and Burton Wells, an Engineer with the Soil Conservation Service in Columbia, S. C.

Mr. Wells states he does not hunt or fish, but will keep busy working on his place and gardening. He also states that his 35 years with the Highway Commission have been pleasant ones and values the friendships he has made. We all wish him a long and happy retirement.

PROGRESS:

Said Jane Addams (1860-1935), American social worker and founder of the famed Hull House of Chicago: "PROGRESS IS NOT AUTOMATIC. The world grows better because people wish that it should and take the right steps to make it better. If things are ever to move forward, someone must be willing to take the first step and assume the risk." With this quote in mind, we would like to compliment our own Mr. W. F. Babcock, who has guided the Highway Commission on the road of accomplishments with leadership and success for the last ten years. We extend to you, Mr. Babcock our THANKS AND APPRECIATION and HOPE for another ten years equally as successful.

W. F. BABCOCK

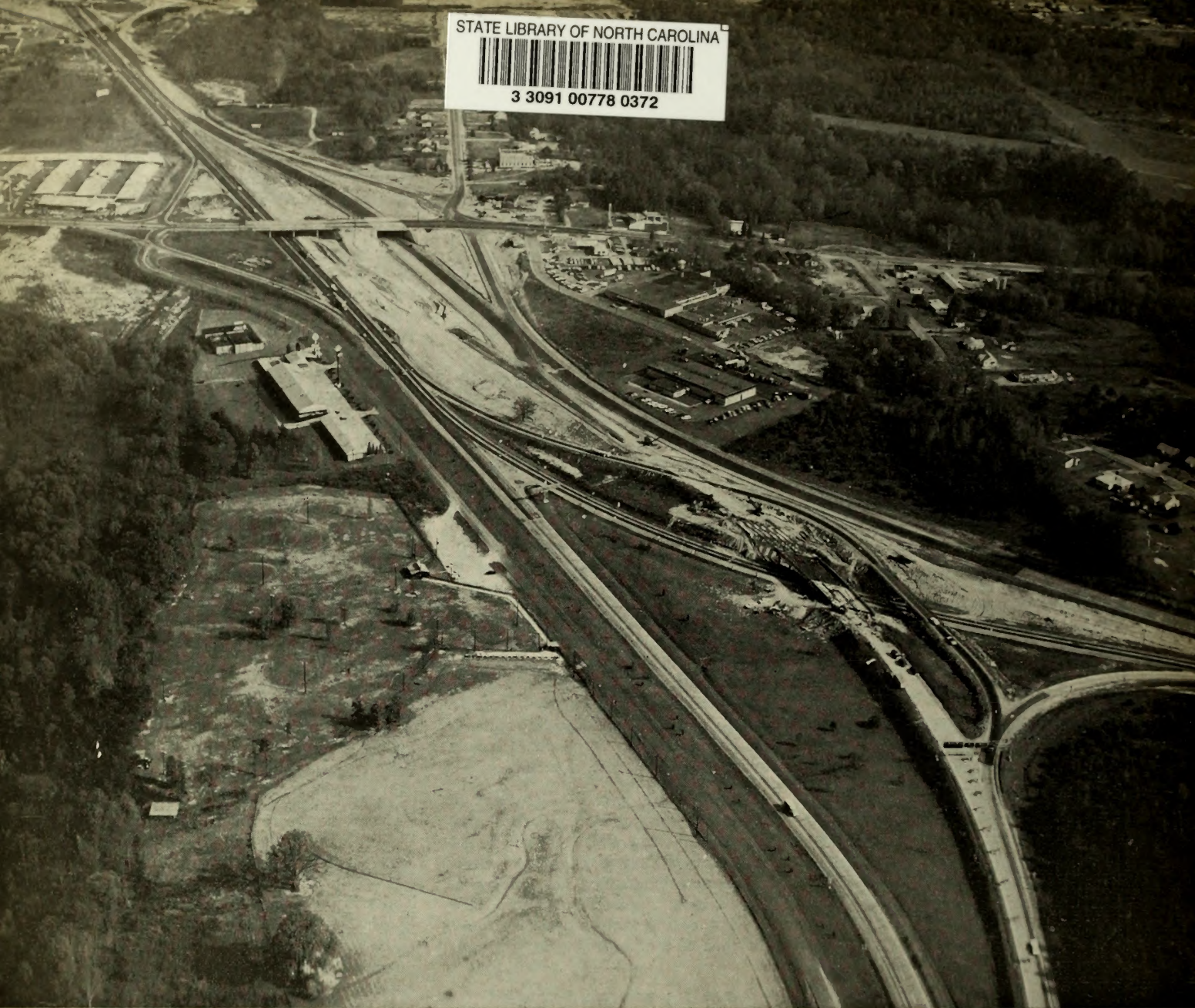


Mr. Babcock as he looks today at his desk in the Raleigh Office of Highway Commission Building.

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A recent aerial view of "Death Valley" near Greensboro.

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